Kensington Town Centre
Development Control Plan 2002

'Everything that science and energy can do will be done to make Kensington the most perfect, the most healthy, and the favourite place of residence for the citizens of Sydney'

Cost $22.00 inc GST
Approved: 26 Nov 2002, Effective Date: 22 Jan 2003

Cover Quote taken from Sale Poster:
The Model Suburb of Kensington, Plan of the First Subdivision of the Kensington Freehold Estate, April 1891

Effective Date: 22 Jan 2003

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1.1 Introduction

This Development Control Plan (Plan) will guide future development in the Kensington Town Centre, by:

- Providing a clear vision;
- Establishing controls that encourage high quality urban design, a high level of residential amenity, and environmental sustainability; and by
- Promoting innovation and creativity.

1.2 Citation

This Plan may be cited as the 'Kensington Town Centre Development Control Plan 2002'.

1.3 Land Covered by this Plan

This Plan applies to all development within the Kensington Town Centre as identified by heavy black edging on the Map marked 'Randwick Local Environmental Plan 1998 (Amendment No 27). *See Map 1*

1.4 Interpretation

Terms in this Plan generally have the meaning ascribed to them in the Environmental Planning and Assessment Act 1979. Where the meaning of terms differ, definitions have been provided.

1.5 Relationship to other Plans

This Plan forms part of an integrated hierarchy of planning controls. All land covered by this Plan is subject to the provisions of:

- Randwick Council's Local Environmental Plan 1998 as amended;
- Section 94 Contributions Plan relevant to the Kensington Town Centre;
- Randwick Council's Draft Local Environment Plan Amendment No. 27; and in particular
- Other Statutory Plans, and Council and Technical Reports and other policies

To the extent that the provisions of this Plan are inconsistent with the provisions of any other DCP, the provisions of this Plan shall prevail. Council's DCP for exempt and complying development will, however, continue to apply.

1.6 Purpose of this Plan

This Plan is a Development Control Plan as provided for under the Environmental Planning and Assessment Act 1979 and Environmental Planning and Assessment Regulations 2000. The purpose of this Plan is to establish design objectives and provide design Performance Criteria which will achieve desirable development outcomes for the Kensington Town Centre.

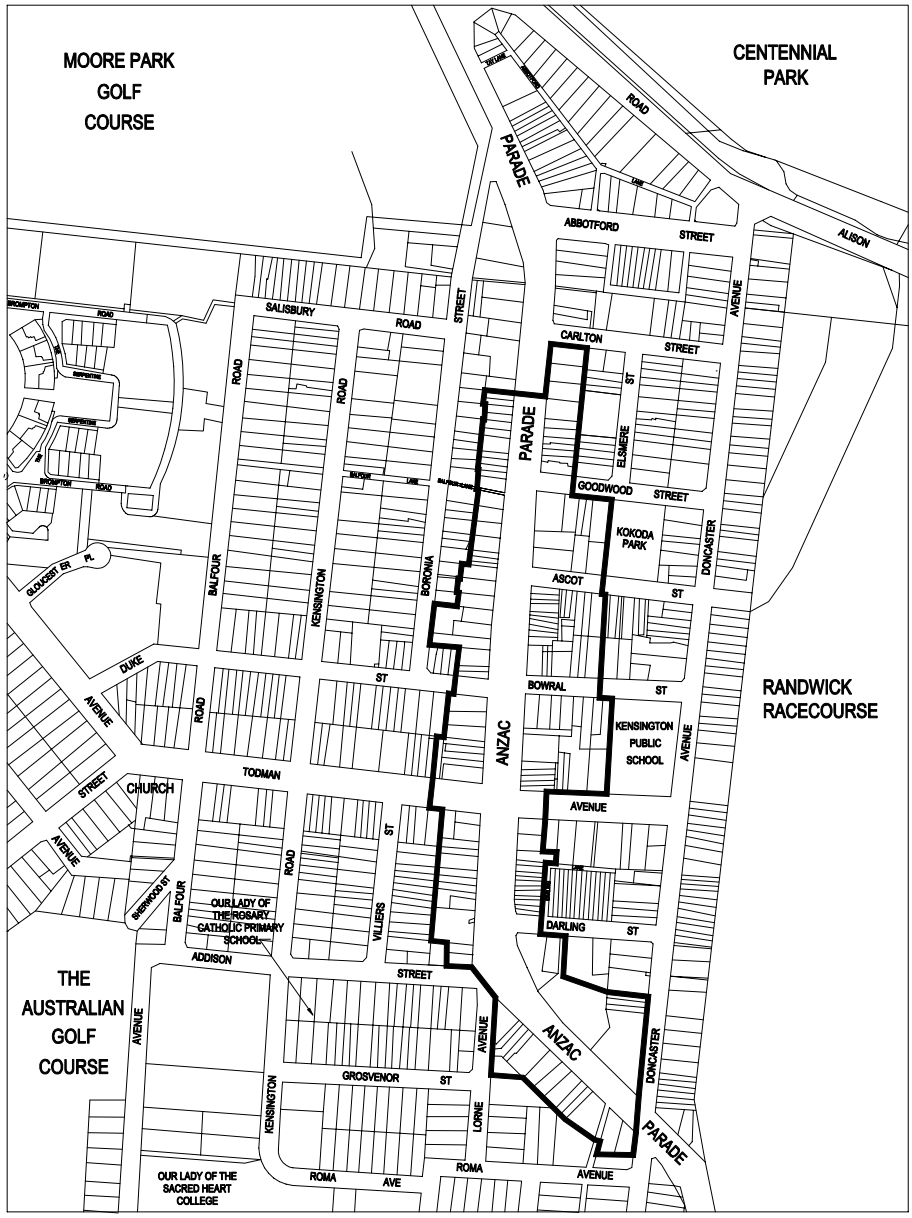
1.7 The Consent Authority

Randwick City Council is the consent authority for all development in the Kensington Town Centre.

1.8 Date of Approval and Commencement of this Plan

This Plan shall commence and take effect from 22 January 2003.

Map 1



SCALE: NTS LOCALITY: KENSINGTON SUBJECT LAND

ENVIRONMENTAL PLANNING & ASSESSMENT ACT, 1979

RANDWICK LOCAL ENVIRONMENTAL PLAN 1998

(Amendment No. 27)

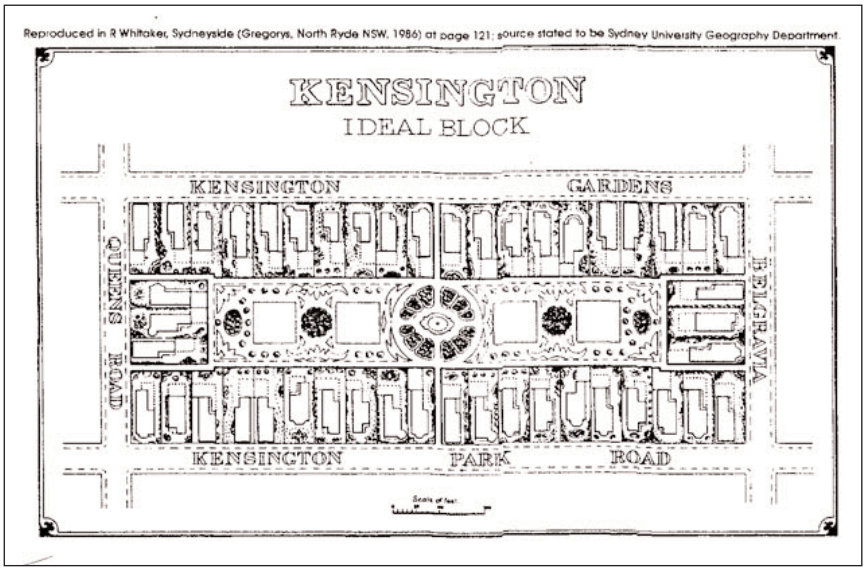
DRAWN BY: Regalia DATE: 2002	STATEMENT OF RELATIONSHIP WITH OTHER PLANS:
PLANNING OFFICER: KA DATE: 10/09/02	AMENDS RANDWICK LOCAL ENVIRONMENTAL PLAN 1998
COUNCIL FILE No: 98/S/4398	
PNSW. FILE No: S02/00003/S69	

1.8 How to Use This Plan

This Plan must be read and understood as an entire document: no single Part takes precedence over another Part, unless there is a clear statement otherwise.

To use this Plan, you should:

- Become familiar with the clear vision of the desire future character for the Kensington Town Centre (Part 2);
- Develop an understanding of the existing Town Centre Context, from its early history as a Town to the current Urban Structure (Part 3);
- Recognise that site amalgamation may be necessary in order for development to proceed, and that a detailed site analysis must be prepared (Part 4 Managing Change);
- Become familiar with the concept of Building Envelopes (Part 4 - Building Envelopes);
- Identify your site's Block number, and then develop an understanding of how the specific Block by Block Controls (including height, setbacks, building location zone) apply to your site (Part 4 - Block by Block Controls);
- Within the constraints and opportunities of those Block by Block Controls, use the remaining sections of Part 4 to guide the detailed resolution of your development proposal. These sections will note instances in which the Block by Block Controls take precedence.



19th Century planning for Kensington envisaged perimeter block development surrounding communal open spaces. These design principles are just as relevant today.

A poster advertising the 'Plan of the First Subdivision of the Kensington Freehold Estate' 1891, by the vendors (Australian Cities Investment Corporation Ltd) described an 'extension of the City' where 'everything that science and energy can do will be done to make Kensington the most perfect, the most healthy, and the favourite place of residence for the citizens of Sydney'.

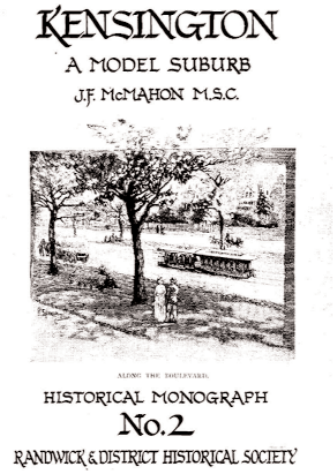
A group of workmen from the Kensington Estate. The estate was the result of Sydney's first town planning contest displayed at Sydney Town Hall in 1889. The original plan included a railway which never eventuated. (Bowen Library)

In the Kensington Town Centre of the future:

New development and public improvements have created a high quality medium density Town Centre, where walking, cycling and public transport use are promoted, and where a mix of retail, commercial, residential and leisure uses caters primarily for the needs of the local community.

The vitality of the retail, commercial, residential and leisure mix encourages users of major facilities such as Randwick RaceCourse, Centennial Park and the University to enjoy local community life.

Extensive new landscaping in Anzac Parade brings to life the unfulfilled Victorian vision of a Model Suburb with a grand boulevarde creating a focus for shopping and community activities in a Town Centre where '*everything that science and energy can do' has been done to create 'the most perfect, the most healthy and the favourite place of residence for the citizens of Sydney*'.



Ground floor areas of new development are characterised by shops, restaurants and business premises that create active building frontages and contribute to the life of the street. Residents who live on the upper floors, or work from home, enjoy the vibrant and convenient facilities at street level.

Design excellence contributes to the recognisable identity of the Town Centre, by helping to define streets and public spaces, and by creating environments that are sustainable, comfortable, interesting and safe.

People are attracted to live, work and enjoy their leisure time in the Kensington Town Centre, because it is dynamic, well presented, enoyable, and highly accessible by walking, cycling and public transport. It is a Town Centre that:

- creates an active heart for the Kensington community by fulfilling its day to day needs;
- builds community values by encouraging residents to meet and interact with one another in the public domain;
- encourages residents to invite friends and family members to visit;
- encourages other Sydneysiders to enjoy its facilities;
- creates business and employment opportunities;
- is well connected to the major public facilities which surround it; and
- has a recognisable and welcoming 'identity'.

Part 3. Town Centre Context

3.1 Early History

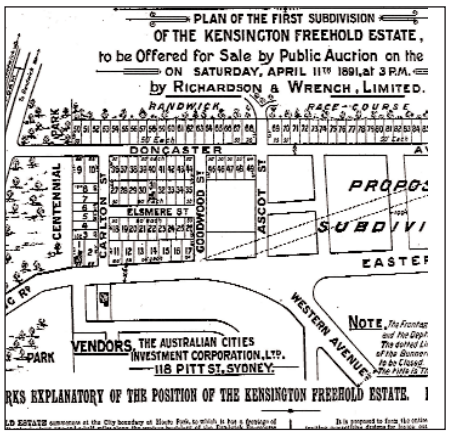
The area now encompassed by the suburb of Kensington was, in the nineteenth and early twentieth centuries, a swampland traversed by the Lachlan Stream. A water-powered mill on the bank of the Lachlan Stream near what is now Todman Avenue, produced paper, cloth, and later flour from 1814 until 1832.

When emancipist Samuel Terry gained title to the surrounding area in 1819, he called his land the 'Lachlan Mills Estate', a name that was retained after he on-sold the land to former convicts Solomon Levey and Daniel Cooper. Daniel Cooper, who in time bought out Levey's share, encouraged industry on his land, attracting workers and their families to the area.

The estate, with its rough one and two room shanties, passed from Daniel Cooper to his nephew, who was the first to envisage a grander future for the land now know as 'Tin Town'. He proposed to level the shanties and subdivide the land for a new township to be called 'Epsom'. But work was forestalled until 1887, when Sydney stopped drawing its water supply from the Lachlan Stream.

This lifting of Sydney Water Reserve restrictions freed Daniel's nephew Samuel to attract the private capital which formed a syndicate to subdivide the estate. Aspiring architects competed to produce the best design for what was to be the new 'Model Suburb' of Kensington.
The winning entry, romantically entitled Rus in Urbe (country in the city) envisaged:

> 'The principal feature is the main Boulevard.....which is the main artery for traffic. It is designed two chains in width and comprises two outer roadways for light and local traffic and a central one for tram and heavy traffic. Two outer and two inner footpaths provide for foot traffic and general promenading, the inner ones being planted down their centres with suitable trees.'



The first subdivision of the Kensington Freehold Estate was offered at public auction by the Australian Cities Investment Corporation Ltd on Saturday April 11, 1891. The 96 allotments, including 9 along Anzac Parade and the whole of the eastern side of Doncaster Ave, were substantial, with frontages varying from '50 to 78 feet, and depths from 123 to 165 feet.....presenting a most pleasing appearance to the eye.[1]'

By October 1891, another public auction was offering the balance of 'unsold allotments in the Kensington Freehold Estate'[2], including lots fronting Anzac Parade between Bowral Street and Doncaster Ave, and lots fronting Ascot, Bowral, Todman and Darling Streets. The allotment sizes first established in April were maintained.

Land on the western side of Anzac Parade, between Salisbury Road and Grosvenor Street, was released later, with auctions continuing until at least March 1906. In October 1907, the Centennial Park Lands on the corner of Alison Road and Anzac Parade were submitted for public auction.

[1] *Sale Poster, 'The Model Suburb of Kensington, Plan of the First Subdivision of the Kensington Freehold Estate' April, 1891*

[2] *Sale Poster, 'The Model Suburb of Kensington, Plan of the First Subdivision of the Kensington Freehold Estate' October 1891*

3.1 Early History (cont'd)

At the turn of the century development in the area was sparse but some major developments began to take place in the 1920s as the second wave of residential development swept across the suburbs.

West Kensington's eventual and long awaited release in 1912 saw it develop relatively quickly. The area was almost fully settled within 15-20 years. The consistency of the area is strengthened by it being almost wholly residential[1].

The 1920s represented the most important stage of development along Anzac Parade, boosted by residential development. The Masonic Temple was built on the south western side of the recently named Anzac Parade and became popular for social events. Shops sprang up on either side of the road and on the Eastern side adjoining the Doncaster hotel (built in 1922-23), while the Doncaster Theatre was erected between Anzac Parade and Doncaster Avenue[2].

No other significant periods of development are represented in Kensington town centre for the remainder of the 20th century.

[1] *The Doncaster Hotel Heritage Assessment Report, Dec 1996 Noel Bell Ridley Smith and Partners Architects Pty Limited*
[2] *West Kensington Draft DCP.*

Part 3. Town Centre Context

3.2 Regional Context

The Kensington Town Centre, on Anzac Parade, lies approximately 6 kilometres south east of the Sydney CBD. It is strategically located within one block of Royal Randwick Racecourse, immediately north of the University of New South Wales, and just south of Centennial Parklands.

The largest nearby shopping centre is a Major Regional: Westfield Eastgardens, approximately 3 kilometres to the south. The nearest regional centre is Westfield Bondi Junction, approximately 2.5 kilometres to the north east. Sub-regional centres also provide competition at Bondi Junction and Maroubra Junction.

3.3 Local Context

The suburb of Kensington is primarily characterised by its physical proximity to the University. The single largest age group (counted at the 2001 Census) is 20 - 29 years. The dominant marital status is 'never married'. Almost one quarter of the local population attends university or another tertiary institution full time. Close to 60% of all private dwellings are flats, units or apartments. In particular, the streets nearby the Town Centre primarily comprise flats, units and apartment buildings of 3 storeys or more, populated by younger, single people. Approximately one-third of all Kensington residents live within a block of the Town Centre.

Slightly older residents have taken up home ownership of the better quality apartments provided by the Raleigh Park development, which opened in 1993. For example, 32% of those who live close to the Town Centre are aged 40 years or more, whilst 43% of those who live in the area of Raleigh Park are aged 40 years or more. 42% of apartments here are fully owned, and another 12% are being purchased.

Families with children under 15 years, and more mature residents over 60 years, tend to live in well preserved and well presented aggregations of Federation homes located more than a block away from the Town Centre.

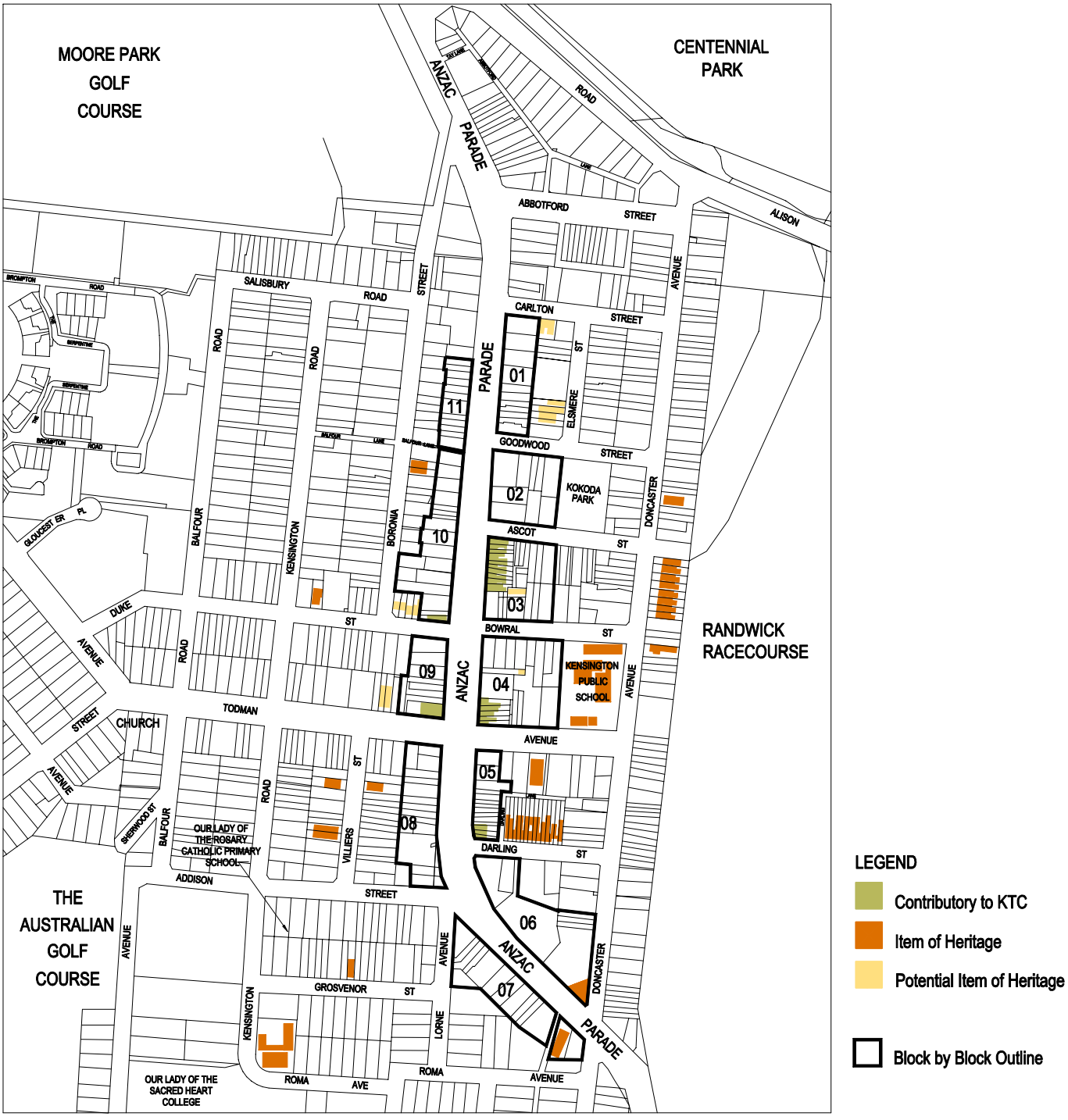
3.4 Heritage Built Form

In today's Town Centre the Masonic Hall is the only identified Item of Heritage (Randwick Heritage Study & LEP 1998). The Doncaster Hotel was recently recognised for listing in Council's draft LEP. The balance of properties represent a cross section of architecture dating back to the late 19th and early 20th centuries. None can really be considered as exemplary expressions of the architecture of their respective periods. However, a number of two storey Victorian terrace style shops do reflect the gentrified origins of Kensington in its earliest days of subdivision. These properties are considered Contributory to the Kensington Town Centre streetscape. (*See Map 2*)

All new development should be sympathetic to the architectural characteristics of Contributory buildings. Improvements to Contributory buildings should utilise established Heritage principles to avoid Facadism.

Council will develop a Kensington Colour Palette and Style Guide to encourage appropriate refurbishment of existing and other buildings not yet ready for redevelopment.

Map 2: Heritage Built Form: Town Centre & Surrounds



CONTEXTUAL HERITAGE ANALYSIS

KENSINGTON TOWN CENTRE

Randwick City Council
September 2002

Part 3. Town Centre Context

3.5 Landscape Character

Current street tree planting is intermittent throughout the Town Centre. Current tree species include: London Plane trees, Figs, Brush Box and various Eucalypt species. There is remnant avenue planting within the Anzac Parade median strip.

Council will implement a co-ordinated Public Domain Improvement Strategy to progressively improve and upgrade pedestrian and environmental amenity throughout the Town Centre.

3.6 Parks and Public Open Space

Kokoda Park is centrally located near the Town Centre, which is itself surrounded by open space assets including Centennial Park, Moore Park and the Randwick Racecourse.

New development should capitalise on opportunities to strengthen open space links to Centennial Park, Moore Park, Randwick Racecourse, Kokoda Park and UNSW. New development should maintain views and vistas from the Town Centre into the surrounding open spaces such as Centennial Park and should give particular consideration to the historic values of the Centennial Parklands.

3.7 Pedestrian and Bicycle Amenity

Pedestrian amenity is affected by: the speed and configuration of traffic along Anzac Parade; the current condition of footpaths; the current location of pedestrian crossings; and the current timing of walk indicators at crossings.

There is currently no designated bicycle or pedestrian network connecting Kensington with major facilities such as the Randwick Racecourse, Centennial Park and Moore Park, the University of NSW, and the Australian Golf Course.

Council will work with the Centennial Park and Moore Park Trust to promote visitation to these facilities by sustainable means such as walking and cycling. Council will progressively implement the Randwick Bicycle Plan and the Public Domain Improvement Strategy, and will work with State Government Agencies to improve the location of pedestrian crossings and the timing of walk indicators at those crossings. New development should identify where it can improve pedestrian links, and pedestrian amenity.

3.8 Local Parking

On-site parking is limited and the current perception of existing users is that the availability of parking is inadequate. Existing users also believe that resident and short term customer parking in local roads off Anzac Parade is negatively impacted by long stay commuter parking. Council will work to optimise the efficiency of on-street parking within the Town Centre.

Council will work to discourage long stay and commuter parking that impacts negatively on residential amenity and the commercial viability of the Town Centre, in association with Parklands and the Racecourse to find solutions which do not displace commuter parking to other areas.

3.9 Public Transport

Public Transport is a significant presence in the Kensington street network. Line haul bus services operate along Anzac Parade and a cross regional service operates in Todman Ave.

The State Government has advised that there is no medium to longer term plan to introduce a Light Rail System to Anzac Parade.

New development should consider the benefits of locating 24 hour uses adjacent to bus stops.

Council will continue to work with State Government Agencies to improve and promote public transport use in Kensington, including any future potential for a Light Rail System.

3.10 Traffic

The speed of traffic along Anzac Parade is relatively fast compared to other successful suburban retail streets. When combined with the movement effects of clearways, the traffic volume is not pedestrian friendly.

Council is committed to working with State Government agencies to slow the speed of traffic through the Town Centre in order to improve the local shopping and social environment.

3.11 Groundwater Conditions

The Department of Land and Water Conservation advises that the Kensington Town Centre is entirely underlain by the Botany Sand Beds of the Botany Basin. The Botany Sand Beds consist of fine to medium grained sands with interspersed lenses of silt, sandy clay, clay and peat. These sediments range up to about 50 metres in thickness but there are paleochannels where the depth to bedrock could be around 70 metres.

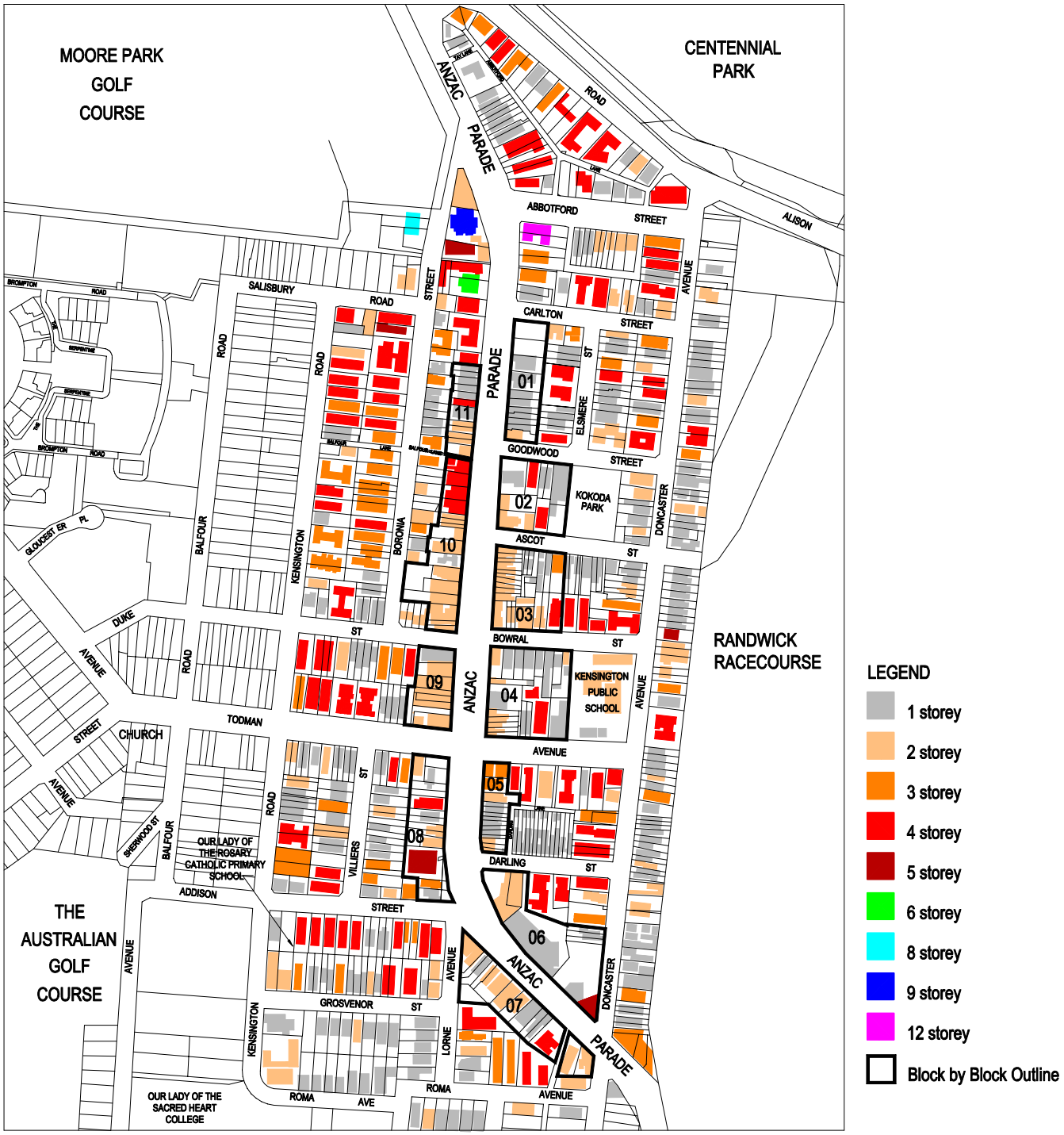
The water table is particularly shallow in the Kensington Town Centre area with groundwater levels commonly found to be less than 2.5 metres below the natural surface level.

Groundwater levels are also very responsive to seasonal conditions and may fluctuate up to about 1 metre from a period of dry conditions to a period of wet weather.

To assist the development of underground parking in these conditions, this Plan proposes semi-basement parking, to reduce the need for excavation. For more information, refer to On-Site Parking on page 85.

The Department of Land and Water Conservation has a statutory involvement where a proposed development intersects a shallow permanent water table. More information about the Department's requirements can also be found in the section on On-Site Parking.

Map 3: Existing Building Heights: Town Centre & Surrounds



CONTEXTUAL HEIGHTS ANALYSIS

KENSINGTON TOWN CENTRE

Randwick City Council
September 2002

3.12 Urban Structure

The Kensington Town Centre is a long, linear strip stretching from Carlton Street in the north to Doncaster Ave in the south. Current retail and commercial uses aggregate into three distinct urban precincts:

3.12.1 Park/Lifestyle Precinct Carlton St to Goodwood St

This precinct comprises a series of mainly single storey commercial buildings, interspersed with residential dwellings. Retail and commercial uses are currently fragmented and service oriented.

Properties on the eastern side Anzac Parade are within a 3B Local Business Zone while those on the western side are zoned Residential 2C. Adjacent properties with frontages to Boronia St to the west and Elsemere St to the east are within a Residential 2C Zone.

Within and adjacent to this precinct are many 3, 4 and more storey residential dwellings, particularly to the west of Anzac Pde and north of Carlton Street.

3.12.2 Core Retail Precinct Goodwood St to Todman Ave

This part of the Town Centre includes a series of narrow frontage retail buildings on the eastern side of Anzac Parade, with more recent, larger retail buildings on the western side.

This precinct has an almost continuous retail frontage in predominantly two storey commercial buildings.

The 3B Local Business Zone encompasses all properties fronting to Anzac Parade, and some with frontages to Goodwood, Ascot, Bowral and Todman. Adjacent properties are within a 2C Residential Zone.

Residential dwellings within or immediately adjacent to this precinct tend to be 3 to 4 storey walkups - the Census Collection District with the most 3 storey walkups in Kensington straddles this precinct.

There are no Items of Heritage in this precinct. The former bank on the western corner of Todman and Anzac Parade, a series of Victorian shops between Ascot and Bowral and another on the eastern corner of Todman and Anzac Parade are considered 'Contributory' to the Kensington Town Centre streetscape.

This precinct would make an ideal location for a supermarket.

3.12.3 University Precinct Todman Ave to the UNSW

This precinct includes some large individual freestanding buildings with varying front and side setbacks in a 3B Local Business Zone. It also includes a number of 2 storey residential buildings with ground floor commercial uses, operating in a 2C Residential Zone. Where retailing occurs at the ground floor it tends to be service oriented.

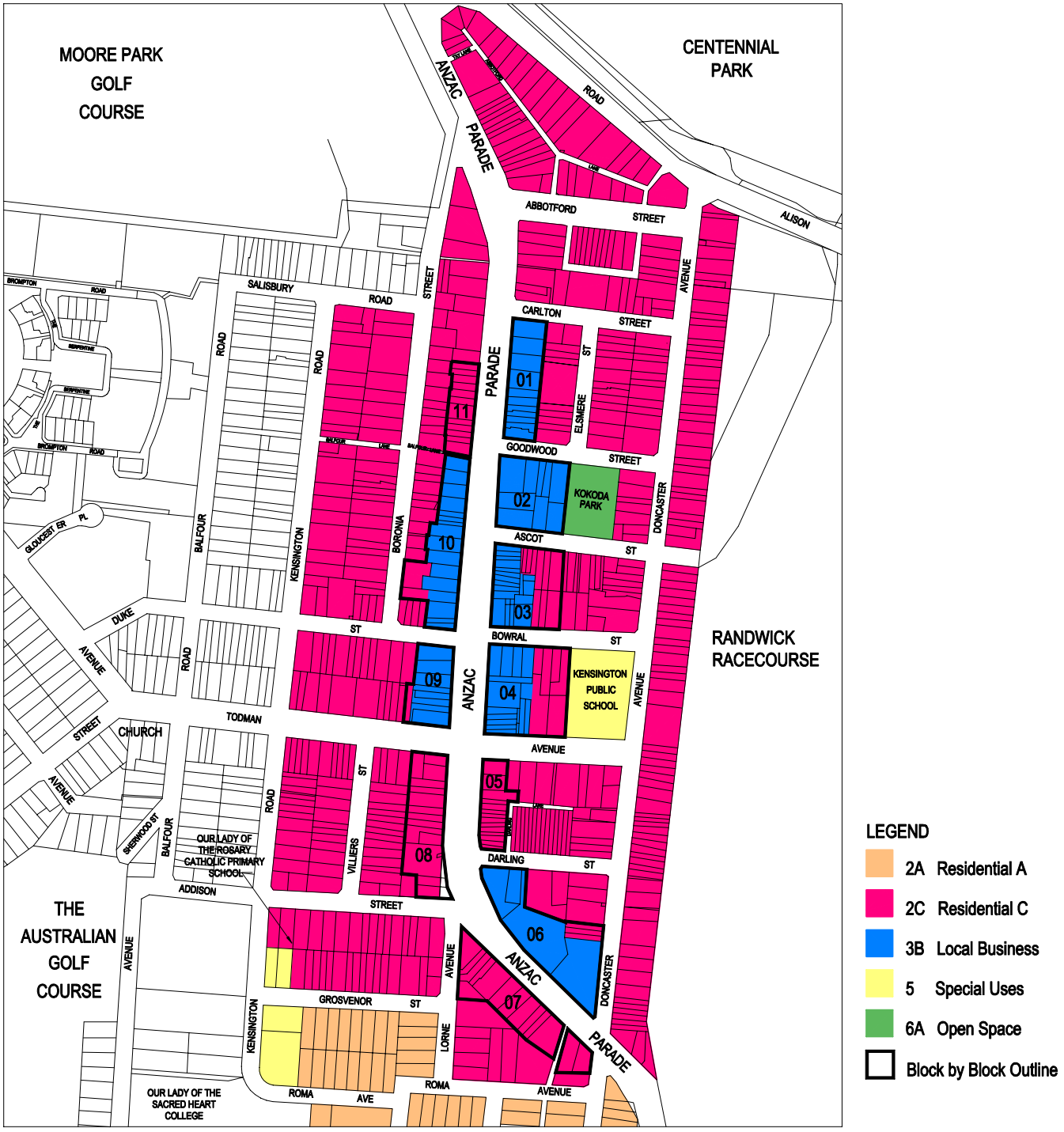
The Masonic Hall near the corner of Anzac Parade and Doncaster Ave is an identified Item of Heritage, and the Doncaster Hotel has been recognised for identification in Council's LEP.

A series of three Victorian shops on the corner of Anzac and Darling is considered Contributory to the Kensington Town Centre streetscape.

Refer to Maps 2, 3 & 4 for visual detail of the information on this page.

Part 3. Town Centre Context

Map 4. Zoning Map: Town Centre & Surrounds



CONTEXTUAL ZONING ANALYSIS

KENSINGTON TOWN CENTRE

Randwick City Council
September 2002

4.1 Managing Change

4.1.1 Site Amalgamation

The Vision for the Kensington Town Centre will only be fulfilled if the built form of new development achieves design excellence, environmental sustainability and a high level of residential amenity.

The Kensington Town Centre comprises a variety of lot sizes and dimensions, some of which are unsuitable for redevelopment into the required built form unless they are amalgamated with one or more adjacent sites.

Objectives

- To facilitate redevelopment when existing lots are too small to achieve a change in building type.
- To ensure that redevelopment achieves an appropriate scale and is able to meet the Performance Criteria of this Plan.
- To achieve new residential development comprising dual aspect, cross-ventilated apartments located on the perimeter of lots.
- To maintain street rhythm and expression.
- To achieve a neighbourhood supermarket centre within the Retail Core of the Kensington Town Centre.

Performance Criteria

Unless otherwise indicated in the Block by Block Controls:

i. The minimum frontage for new development is 20 metres, except for corner sites.

ii. Corner sites may be developed if they are a minimum area of 900 sq metres, regardless of frontage.

iii. Existing strata title buildings may be developed regardless of frontage.

iv. Ensure that lot dimensions contribute to the built form, grain and rhythm along the street.

v. Ensure that development/redevelopment/amalgamation results in allotments which are able to achieve the envelopes designated in the Block by Block Controls.

vi. Ensure that development/redevelopment/amalgamation does not adversely affect the development potential of adjacent and adjoining sites within the Block.

vii. When development or redevelopment occurs in the Town Centre, ensure that lots left between developable properties are not limited in their identified future development potential by providing a minimum 20 metre separation between the developable properties.

4.1 Managing Change

4.1.2 Site Analysis

An analysis of the site and context is the fundamental stage of the design process, and should underpin many key decisions relating to the proposal.

Objectives
To ensure that new development achieves design excellence, is sensitive to its environment, does not significantly affect the groundwater system and contributes positively to the Town Centre.

Applicants are encouraged to discuss the Site Analysis with Council prior to developing design options.

i. **Performance Criteria**
Submit a dated Site Analysis, based on a survey drawing produced by a qualified surveyor, with each Development Application for redevelopment. The Site Analysis must be to scale and accurately show the following site specific information:

Existing:
- Buildings and other structures, including their setback distances
- Contaminated soils or filled areas, or areas of unstable land
- Contours and levels to AHD
- Easements and/or connections for drainage and utility services
- Fences, boundaries and easements
- Flood affected areas
- Items of Heritage, Contributory Buildings and archaeological features
- Lot dimensions
- Microclimate including the environment of the sun and prevailing winds
- North point
- Overland flow patterns, drainage and services
- Overshadowing by neighbouring structures
- Pedestrian and vehicle assess
- Trees and other significant vegetation
- Views to and from the site

Contextual:
- Built form, scale and character of surrounding development, including fencing and landscaping
- Characteristics of, and distance to, any nearby public open space
- Direction and distance to local facilities including shops, schools, public transport, and recreation and community facilities
- Difference in levels between the site and adjacent properties at their boundaries
- Items of Heritage, Contributory Buildings and archaeological features
- Location, height and materials of walls built to the boundary of the site
- Location, height and use of buildings surrounding the site, including setback distances
- Major and significant trees on adjacent properties particularly those within 9 metres of the site
- Private open space and windows of habitable rooms of nearby properties
- Significant local noise, odour or pollution sources
- Street frontage features including poles, trees, kerb crossovers, parking restrictions, bus stops and other services
- Views and solar access to surrounding residents

ii. Submit a written statement demonstrating that the design responds to the constraints and opportunities identified in the Site Analysis.

iii. Submit a model, montage or perspective for each development.

iv. Submit a model AND montage AND perspectives for any development proposing habitable roof space. For more information see page 100.

4.2 Building Envelopes

4.2.1 New Built Form

New development in the Kensington Town Centre will occur within Building Envelopes that are determined by:

- The Architectural Character of the Town Centre;
- Articulation Zones which provide for architectural movement and modulation within building facades;
- Building Heights which establish the appropriate height for each block, and in some instances for particular buildings or groups of buildings;
- Building Zones which establish the area in which buildings can be located;
- Contributory Buildings, which must be treated in accordance with the principles of the Burra Charter, and must be sensitively incorporated into new development;
- Setbacks which are defined for each block, and in some instances for particular buildings or groups of buildings; and
- Transitional Development, which addresses local streets rather than Anzac Parade, and must create the transition from Town Centre heights and setbacks to local street heights and setbacks.

A Building Envelope is not a building. It is a three dimensional shape within which a building can be designed.

Objectives

To achieve a new built form that responds to the Building Envelope Controls of this Plan.

The Building Envelopes in this Plan do not include roofs.

Performance Criteria

Demonstrate that the achieved Gross Floor Area occupies no more than 80 - 85% of the Building Envelope.

With each Development Application, submit a summary of Uses and Areas, detailing:

- Building Envelope Footprint;
- Breakdown of Residential Apartments (by number of Bedrooms, by Area, by Storey, and by Area of associated Private Open Space);
- Total retail floor space;
- Total commercial floor space;
- Floor space of Building entrances and associated foyers and lobbies;
- Floor to Ceiling and Floor to Floor Heights (by Storey and by Use);
- Common vertical circulation (stairs and lifts);
- Communal Open Space (by location);
- Number of car spaces and method for calculating this number;
- Floor space occupied by vehicular access and pedestrian access to parking,
- Floor space occupied by loading areas, garbage and services, lift towers, cooling towers, machinery and plant rooms, and air-conditioning ducts.

4.2 Building Envelopes

4.2.2 Architectural Character

Quality and Innovation

Posters advertising the 1891 subdivision plan for the 'Model Suburb of Kensington' described:

> 'The new suburb of Kensington - or rather Extension of the City.....that should become to Sydney what the original Kensington has proved to be to London.....a subdivision upon the most artistic and scientific principles, including the provision of all modern conveniences. The modern estates which have been laid out within the last few years in the suburbs of the principal cities and watering places of the Old World, and in the United States of America, are well known to many Australians, who cannot possibly fail to appreciate the enormous advantages to be derived from a residence in a properly ordered and attractive suburb, such as Kensington will undoubtedly be.....'
>
> '...the Australian Cities Investment Corporation have already entered into arrangements for the erection upon the Estate of various residences of a modern and attractive class. The Corporation have also invited architects to submit competitive designs for various types of houses.....everything that science and energy can do will be done to make Kensington the most perfect, the most healthy, and the favourite place of residence for the citizens of Sydney.

This Plan will achieve the high standards of architectural quality detailed by Planning NSW in its Residential Flat Design Pattern Book and Residential Flat Design Code.

Externally and internally, new development in the Kensington Town Centre is expected to strive for innovation and excellence

New development in the Kensington Town Centre is expected to achieve today's equivalent of the innovative design quality first envisaged for the 'Model Suburb of Kensington'.

The overall character of new development will comprise slim buildings designed with a clear bottom, middle and top, helping to break down building scale and relate buildings to their neighbours. Building facades will be articulated and modulated in all elevations, using a variety of physical and design elements to achieve buildings of character and visual interest.

The ground floor of new development along Anzac Parade will feature retail and commercial uses to activate the street. Anzac Parade, including its corners, will feature continuous awnings to provide shelter for pedestrians.

The general form will feature a strong street edge, with development built to the street alignment, but setback on its upper floors. At the rear, covered colonnades will provide sheltered access to residential lobbies and rear gardens, creating opportunities to soften rear facades with upper level terraces and balconies.

To maximise open space and provide a pleasant outlook for residents and neighbours, no off-street parking will be provided above ground. Basement and semi-basement parking will achieve access across landlocked sites by Rights of Carriageway negotiated between adjoining owners on the open market.

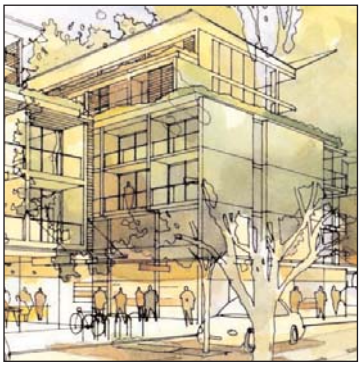
Residential apartments will be designed to achieve environmental sustainability, with a requirement that all apartments be dual orientated to facilitate natural ventilation and maximise solar access. Generous room sizes and ceiling heights, and large balconies and terraces will ensure the highest standards of residential amenity.

4.2 Building Envelopes

4.2.2 Architectural Character (cont'd)

- **Objectives**
  To achieve design excellence and innovation.
- To achieve a desirable, healthy, modern urban environment.
- To achieve well-mannered buildings which fit sensitively into the Town Centre streetscape.

i. **Performance Criteria**
In accordance with SEPP 65: 'Design Quality of Residential Flat Development', engage a registered architect to design all developments of three or more storeys involving 4 or more apartments.



ii. Address the ten SEPP 65 Design Principles: respond and contribute to the Context of the Town Centre; provide an appropriate Scale of development; achieve a Built Form that contributes to the character of the streetscape; achieve a Density appropriate to the Town Centre; make efficient use of Resources including energy and water; recognise that Landscape and buildings operate as an integrated and sustainable system; optimise Amenity and Safety & Security; respond to the Social context of the Town Centre and its desired future character; and ensure that buildings achieve quality Aesthetics.

iii. Design for best practice in planning, environmental quality, and local context.

iv. Design for the urban environment of the Kensington Town Centre, with particular attention to the Vision of a grand boulevard.

v. Explore innovative technologies and design approaches to maximise accessibility, natural ventilation, solar orientation, and energy efficiency.

vi. Development Applications for developments of 30 or more apartments and all student accommodation proposals will be subject to assessment by a Design Review Panel.

vii. Development Applications which can demonstrate that the design is a result of a competitive process formulated to achieve design excellence will be highly regarded. Refer to Randwick City Council's Guidelines for Design Excellence and Competitive Process.

4.2 Building Envelopes

4.2.3 Articulation Zone

Dynamic Facades

Older buildings along Anzac Parade present an almost continuous frontage at the street property line, and new development should reinforce this existing character. However, this reinforcement will not be achieved by buildings which present a bland, unarticulated façade for the entire length of any given site. Quality design will be achieved by articulated facades to the front, sides and rear of new development.

All development permitted under this Plan must achieve an Articulation Zone, an area within the Building Envelope which provides for architectural movement and modulation.

The Articulation Zone allows for expression of entries to buildings, awnings, façade modulation and other architectural elements, as well as private open space features such as courtyards at ground level and balconies incorporated into the building's façade.

Objectives

- To achieve building facades that contribute to the character of the street.
- To achieve buildings of articulated design and massing to all facades, with useable private external spaces.
- To ensure buildings respond to environmental conditions such as noise, sun, breezes, privacy and views.
- To promote integration of buildings and open spaces.

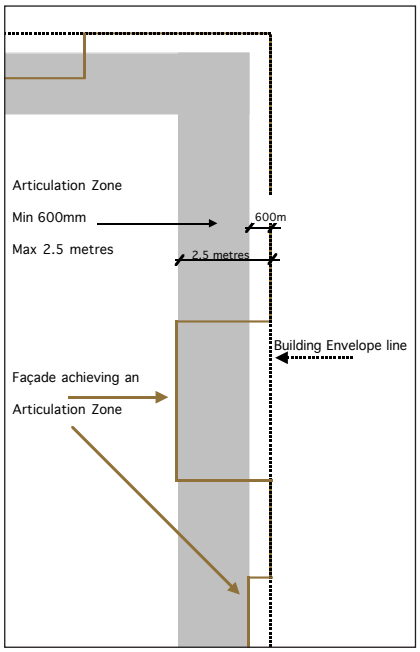
Performance Criteria

i. Physically articulate all facades to achieve an Articulation Zone with a minimum depth of 600mm and a maximum depth of 2.5 metres within the most extreme points of the Building Envelope.

ii. Emphasise articulation where building facades face an adjacent building.

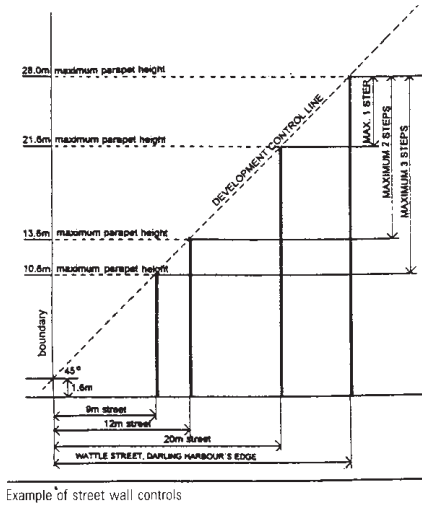
iii. Ensure that buildings along Anzac Parade reinforce the continuity of the street edge.

iv. For further requirements see Façade Composition and Articulation on page 92.



Note: the Articulation Zone does not apply for Ground Floor (Storey 1) retail frontages.

4.2 Building Envelopes



Example of street wall controls

H = D+1.6

H = maximum parapet height
D = street width
1.6 = pedestrian eye level

Example of development controls and minimum setbacks. Well proportioned streets are generally 1:1 street width to building height.
Source: NSW Department of Planning,1995

The Urban Design Advisory Service, in its 'Guidelines for Better Urban Housing in NSW', notes that well-proportioned streets are generally 1:1 street width to building height. For the Kensington Town Centre, 1:1 proportions would result in Anzac Parade building heights of 40 metres or more.

This Plan reflects Council's response to community input that building heights of 40+ metres would be out of context with the character of the Kensington Town Centre.

4.2.4 Building Heights

The Right Scale for the Street

Most dwellings in Kensington streets close to the Town Centre are residential flats in buildings of 3 storeys or more *(See Map 3)*. Proposed building heights for the Town Centre acknowledge that Anzac Parade can visually support slightly taller buildings along the main street, with a visual transition to lower heights 'behind' the main street. Generally, this means that the maximum height of any building along Anzac Parade will be 4 storeys setting back to 6 storeys, and the maximum height of any other building will be 3 storeys setting back to 5 storeys.

Objectives

- To ensure appropriate scale relationship between new development and: street width; local context; adjacent dwellings; and Contributory Buildings.
- To achieve well-proportioned buildings.
- To maintain public view corridors from the east side of Randwick Racecourse over the Town Centre to the Monastery of the Missionary of the Sacred Heart.
- To ensure appropriate management of overshadowing, access to sunlight and privacy.
- To ensure appropriate floor to ceiling height within buildings.
- To achieve a visual transition between the heights of buildings on Anzac Parade and the heights of buildings 'behind' the main street.

Performance Criteria

i. Comply with the maximum Envelope heights specified in the Block by Block Controls.

ii. Achieve the minimum heights in respect of each Storey. For more information see Floor to Ceiling Heights on pages 110 and 111.

iii. Achieve a built form which reflects the proportions of the Building Envelopes specified in the Block by Block Controls i.e 3:5, 4:6. 5:8.

iv. Comply with the maximum height of any building as a relationship between storeys and height to the underside of the ceiling of the topmost floor, in accordance with the following:

Anzac Parade, Doncaster Ave & Mews Style Development

	Minimum ⌘	Maximum ⌘
Grd Floor/Storey 1	3.5	4.5
Storey 2	7.2	8.2
Storey 3	10.7	11.7
Storey 4	13.6	15
Storey 5	16.5	18.3
Storey 6	19.4	21.6
Storey 7	22.3	24.5
Storey 8	25.2	27.4

Transitional Development fronting other streets

	Minimum ⌘	Maximum ⌘
Grd Floor/Storey 1	3.5	3.5
Storey 2	7.2	7.2
Storey 3	10.1	10.5
Storey 4	13	13.8
Storey 5	15.9	17.1

⌘*Building Height (in metres) to underside of topmost ceiling*

4.2 Building Envelopes

4.2.5 Building Zone

Addressing the Street

The Building Zone determines the position of new development in relation to the lot, the street edge and neighbouring development. Along Anzac Parade, the intention is to reinforce the existing street character by aligning buildings with the line of the street. This will have the additional benefit of improving the natural surveillance of footpaths and bus stops, a strategy recommended by Planning NSW (Practice Note - Improving Transport Choice) to encourage walking, cycling and public transport use.

Because dual aspect, cross-ventilated apartments are an essential component of this Plan, the resulting Building Zone is slim.

Similarly, Building Zones which align with side streets are expected to result in slim buildings which can ultimately contribute to perimeter block development.

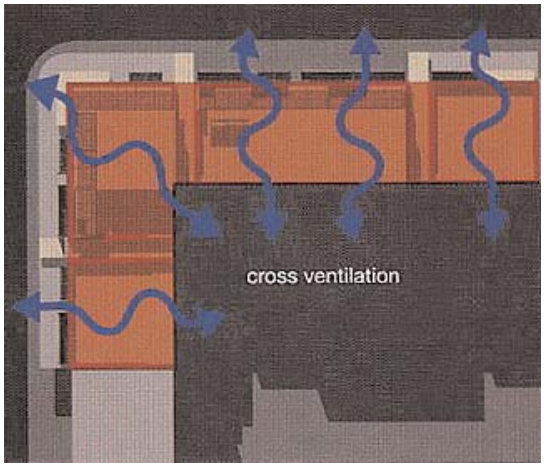
Objectives

- To achieve a strong street edge to Anzac Parade.
- To achieve environmentally sustainable, dual aspect apartments with natural cross-ventilation.
- To achieve a high standard of environmental amenity for residents of new development.
- To ensure the bulk and scale of new development reinforces positive neighbourhood amenity and character and responds to the scale of the street and surrounding buildings.
- To distribute building bulk and height in order to maximise accessible, well configured communal open space.

Performance Criteria

i. Locate buildings within the Building Zones indicated on the Block by Block Controls.

ii. Align buildings to the street and line of kerb.



Slim buildings aligned to the street edge allow dual aspect apartments which easily achieve natural cross-ventilation and maximise solar access.

4.2 Building Envelopes

4.2.6 Contributory Buildings

Recognising the Past

The Australia ICOMOS Charter for the Conservation of Places of Cultural Significance (the Burra Charter) provides the guiding philosophy for the care of important places, defining the basic principles and procedures to be observed in their identification and conservation.

The Burra Charter defines the term 'Conservation' and the specific processes which make up Conservation work: Preservation, Restoration, Reconstruction and Adaptation. (For a more complete explanation, refer to the entire Burra Charter: www.icomos.org/australia/).

Several buildings in the Kensington Town Centre are identified as 'Contributory to the Town Centre Streetscape' because their basic form, which has not been significantly altered over time, attests to the early history of main street shopping in Kensington. These buildings are clearly identified in the Block by Block Controls. Their retention will help to mark the continuing history of the Kensington Town Centre as a place of commerce and trade.

Sensitive Adaptation and Reconstruction[1] of these buildings to ensure their Adaptive Re-Use is encouraged, but Facadism is not. Facadism, (the retention of only the outer skin of a building) is not accepted as suitable conservation practice. Development adjacent to Contributory Buildings should be sensitive to those buildings.

Objectives

- To ensure sensitive Adaptation and Reconstruction of buildings considered Contributory to the Kensington Town Centre streetscape.
- To ensure that new development adjacent to Contributory Buildings is sympathetic to their character.

Performance Criteria

For Contributory Buildings:

i. Provide a Statement of Conservation Works prepared by a heritage practitioner/Conservation Specialist identified by the Heritage Office of NSW.
ii. Conserve the substantial part of Contributory Buildings indicated in the Block by Block Controls.
iii. Do not diminish, destroy, distort or conceal Significant fabric. If alteration to Significant fabric is necessary, ensure that it is reversible.
iv. Avoid changes that falsify evidence of the building's history.
v. When undertaking Reconstruction or repairs, clearly distinguish new work from old. Buildings and structures should not nostalgically create a false impression or interpretation of age or a style.
vi. Do not place emphasis on one period of the Building's development at the expense of others, unless that period is much more significant.
vii. For any developments involving neighbouring contributory buildings, ensure that any internal connections are designed to recognise and express original room configurations.

For new development adjacent to Contributory Buildings:

i. Provide a contemporary design which is sympathetic to the Contributory building in terms of: proportions; materials; colours and details.
ii. Do not closely imitate, replicate or mimic the historic style of the Contributory Building.
iii. Do not apply historic details such as small paned windows, cast-iron decoration, ornate decorative details, original window glazing, etc. New development should be recognisable as a product of its time and should not create a false impression of age or a style.
iv. Provide contemporary new signage that compliments the character of the Contributory Buildings.

[1] For the meaning of terms such as 'Conservation','Significance', 'Re-use' and 'Reconstruction', refer to the ICOMOS Burra Charter.

4.2 Building Envelopes

4.2.7 Mews Style Development

Sensitive and Stylish

New development in Mews Style (i.e buildings lining a court, yard or pedestrian lane) is encouraged at the rear of Contributory Buildings, in order to provide a suitable incentive for owners to invest in the work necessary to appropriately upgrade those Contributory Buildings. Mews Style Development will be slim, no more than 5 storeys high, and setback from Contributory Buildings by pedestrian connections along their frontage and through to Anzac Parade.

These pedestrian connections will also create a physical separation between 2 storey Contributory Buildings and any adjacent new development along Anzac Parade, softening the transition from 2 to 4 storeys at the street edge.

Objectives

- To ensure appropriate setbacks between Contributory Buildings and adjacent new development along Anzac Parade.
- To achieve unique Mews Style Development at the rear of Contributory Buildings.
- To provide pedestrian pathways from Anzac Parade to Mews Style Development.

Mews Style development will create intimate spaces at the rear of Contributory Buildings.

Performance Criteria

i. The maximum height for Mews Style Development is 5 storeys.

ii. There are no upper level setbacks.

iii. Provide retail/commercial/residential uses on the Ground floor and residential uses on Storeys 2 to 5.

iv. Provide pedestrian-only pathways between Contributory Buildings and Mews Style Development, connected to Anzac Parade and side streets as indicated in the Block by Block Controls. Ensure that pedestrian pathways remain permanently open for public access.

v. Front and side balconies may project up to 1.5 metres outside the Building Zone, but may not penetrate the property boundary.

vi. Articulate the building to the front, sides and rear. Note the 'front' is considered to be the elevation which faces the Contributory Buildings.

vii. Provide individual shopfront canopies rather than continuous awnings.

4.2 Building Envelopes

4.2.8 Neighbourhood Supermarket Shopping Centre

Day to Day Shopping

The Kensington Town Centre would benefit from the development of a neighbourhood supermarket shopping centre, fulfilling local day to day shopping needs with the provision of groceries, fresh food and other convenience items. Subject to suitable site amalgamation, there are three Blocks within the Core Retail Precinct with the potential for redevelopment as a neighbourhood supermarket shopping centre:
Blocks 4, 9 and 10.

Objectives

- To create an active heart for the Kensington community by fulfilling its day to day shopping needs.
- To achieve one neighbourhood supermarket shopping centre with an active and inviting street edge.

Performance Criteria

i. The minimum site area is 3,000 sq metres.

ii. The minimum lettable and common floor area is 4,500 sq metres over two levels.

iii. Provide supermarket and other convenience shopping at ground level. The building depth at ground and first level (Storeys 1 & 2) may extend to within 6 metres of side and rear property boundaries.

iv. Use skylights to maximise daylighting to this extended building depth.

v. Council may consider a zero metre setback at the side and/or rear subject to impact on the amenity of residential neighbours.

vi. Ensure that the entrance to an internally orientated arcade, and the arcade itself, is a minimum of 7 metres wide.

vii. Provide active retail uses (including shopfronts, café/restaurants, and retail entrances) to the Anzac Parade frontage.

viii. Provide all loading and parking at basement or semi-basement level.

ix. Provide evidence of an Agreement to Lease with a recognised supermarket retailer intending to operate a supermarket of at least 1,000 sq metres retail area.

x. Submit a design which is the result of a competitive process formulated to achieve design excellence.

xi. Any development consent granted for a neighbourhood supermarket shopping centre will have a time limited period of two years for commencement.

4.2 Building Envelopes

4.2.9 Specialist Concept Retail

Lifestyle/Leisure/Recreation

The Kensington Town Centre would benefit from the development of a large specialist or concept retailer, servicing needs for lifestyle/leisure or recreational goods e.g. a large bookstore, a specialist sports or fashion retailer. There are four Blocks within the Core Retail Precinct with this potential: Blocks 2, 4, 8 & 10.

Objectives

- To achieve a specialist retail outlet with an active and inviting street edge.

Performance Criteria

i. The minimum site area is 1,000 sq metres.

ii. The minimum site depth is 35 metres.

iii. The building depth at ground and 2nd storey may extend to 26 metres.

iv. Use skylights to maximise daylighting to this extended building depth.

v. Ensure that the entrance to an internally orientated arcade, and the arcade itself, is a minimum of 7 metres wide.

vi. Provide active retail uses (including shopfronts, café/restaurants, and retail entrances) to the Anzac Parade frontage.

vii. Provide retail and/or commercial uses on the 2nd storey.

viii. Provide all loading and parking at basement or semi-basement level.

ix. Provide evidence of an Agreement to Lease with a recognised retailer intending to operate a single specialist store of at least 500 sq metres retail area.

x. Submit a design which is the result of a competitive process formulated to achieve design excellence.

4.2 Building Envelopes

4.2.10 Setbacks

Address & Transition

Depths of front setbacks reflect the character of a precinct. Typically, in Town Centres, buildings have little or no setback from the street alignment. Other than the use of the Articulation Zone to provide interest and modulation to the building façade, new development along Anzac Parade and at the Anzac Parade corners of local streets is encouraged to build to the street property line. Within the residential zone, front setback can provide a front garden. The Block by Block Controls indicate locations where minimum front setbacks are necessary to establish the transition from commercial to residential zones.

Rear and side setbacks create the relationships between neighbouring buildings, create opportunities for landscaped open space and are important contributors to visual and acoustic privacy. Minimal side setbacks encourage buildings to address the street, rather than addressing side boundaries and adjacent buildings. This not only contributes to privacy but increases passive surveillance of the street.

Upper level setbacks soften the built form, and assist buildings to achieve a human scale.

Objectives

- To reinforce the prevailing character of the Town Centre.
- To provide visual and acoustic privacy between neighbouring buildings.
- To orientate buildings and habitable rooms towards the street, and towards communal open space.
- To minimise any negative impact on the amenity of adjacent sites.

Performance Criteria

i. Unless otherwise specified in the Block by Block Controls, comply with the following setbacks:

Location	Building	Setback distance	Setback from
Anzac Parade	First 4 storeys 5th & 6th storeys 6th storey rear All storeys	0 metres 4 metres (min) 4 metres (min) 6 metres (min)	Anzac Parade & side boundaries Anzac Parade & side street boundaries Floor below Property boundary existing strata title building unlikely to change
Transitional Development	First 3 storeys 4th & 5th storeys All storeys	0 metres 4 metres 6 metres (min)	Front & side boundaries Front boundaries Property boundary existing strata title building unlikely to change
Mews Development	All storeys	2 metres	Street boundary

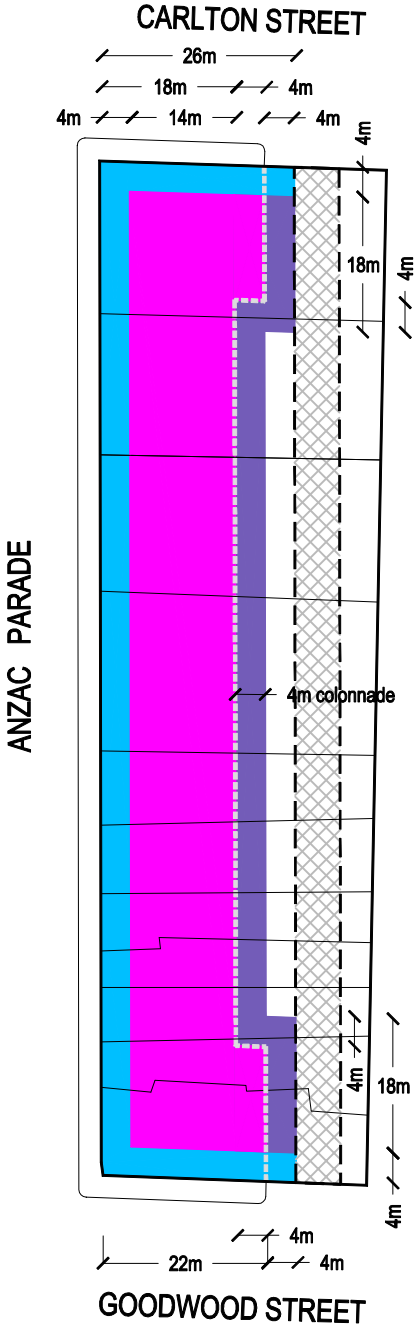
ii. All development should give consideration to the following setbacks:

Non-habitable room	6 metres	Non-habitable room adjacent building
Habitable room	9 metres	Non-habitable room adjacent building
Habitable room	12 metres	Habitable room adjacent building

4.3 Block by Block Controls

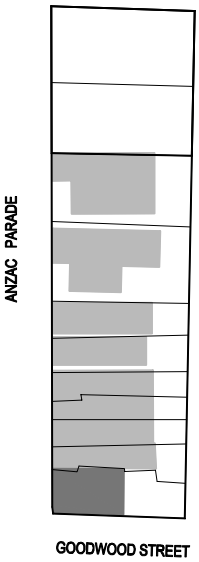
4.3.1 Block 01

Carlton Street to Goodwood Street



BLOCK 01: PROPOSED LAYOUT

not to scale



BLOCK 01: EXISTING LAYOUT

LEGEND

- 6 STOREY
- 5 STOREY
- 4 STOREY
- 3 STOREY
- 2 STOREY
- 1 STOREY
- RIGHTS OF CARRIAGEWAY (VEHICULAR ACCESS)
- AWNING
- COLONNADE

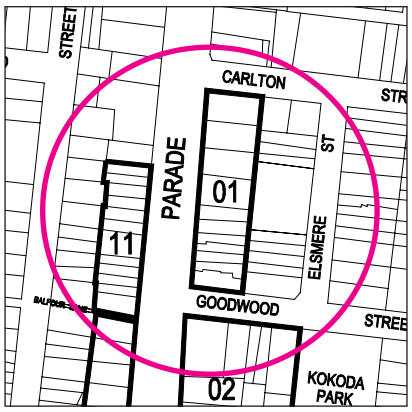
4.3 Block by Block Controls

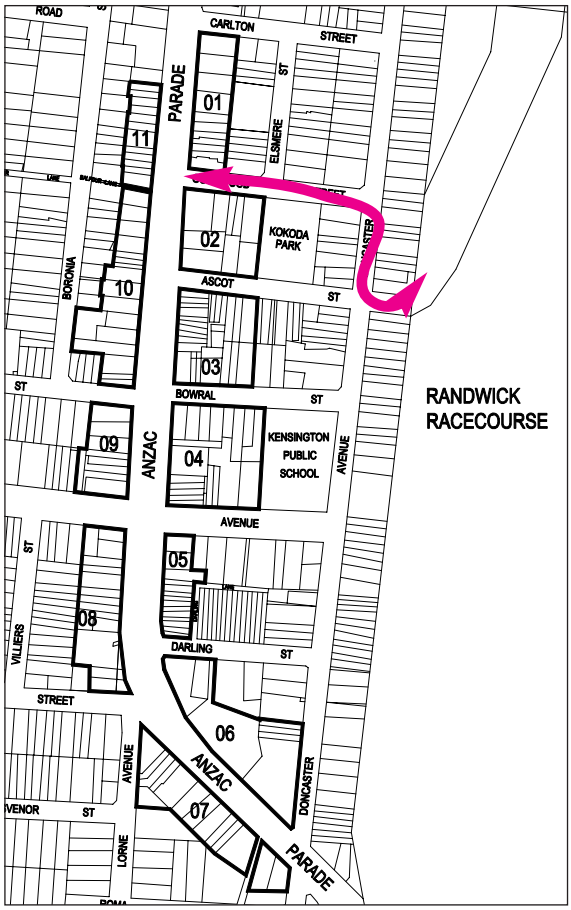
4.3.1 Block 01

Carlton Street to Goodwood Street

This Block marks the northern edge of the Town Centre boundary. Between this Block and Darling Street, the potential to create synergies with the Randwick Race Course are important to the future of the Town Centre.

If well designed and well presented to the street, new development along Goodwood Street should encourage pedestrian movement between the Town Centre and the Race Course, and between the Town Centre and regional cycleway along Doncaster Ave and the Centennial Parklands/ Alison Road.

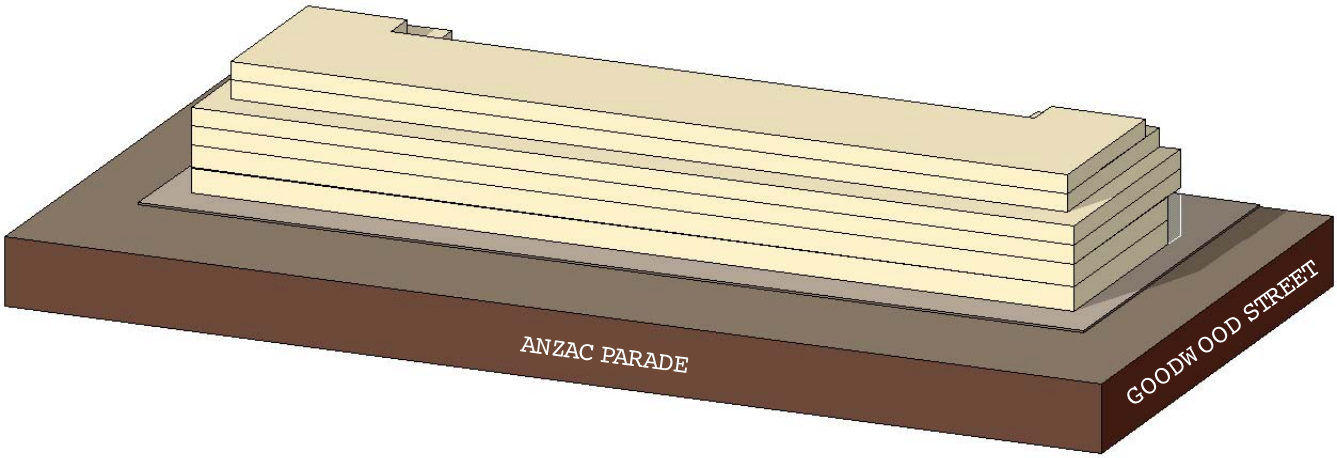


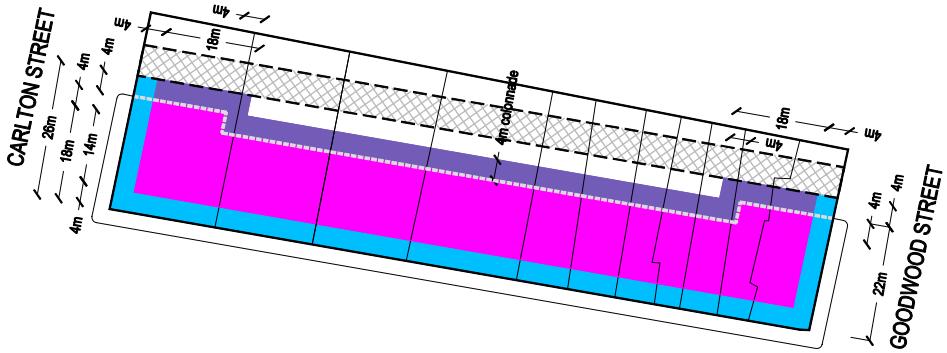


4.3 Block by Block Controls

4.3.1 Block 01

Carlton Street to Goodwood Street
Building Envelope Viewed from Anzac Parade

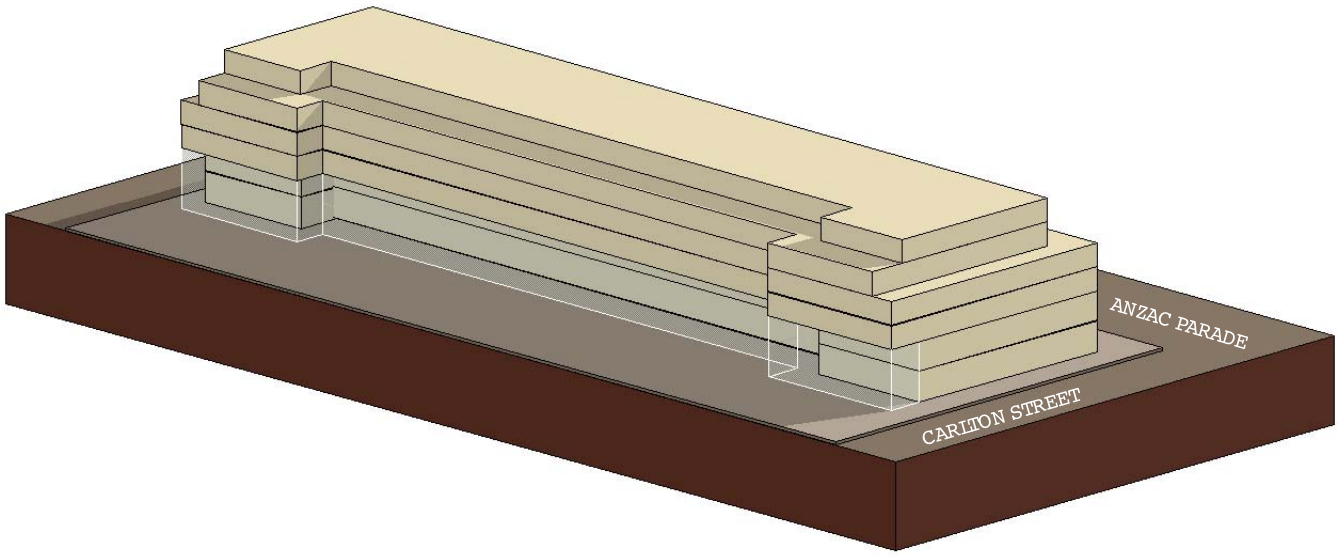




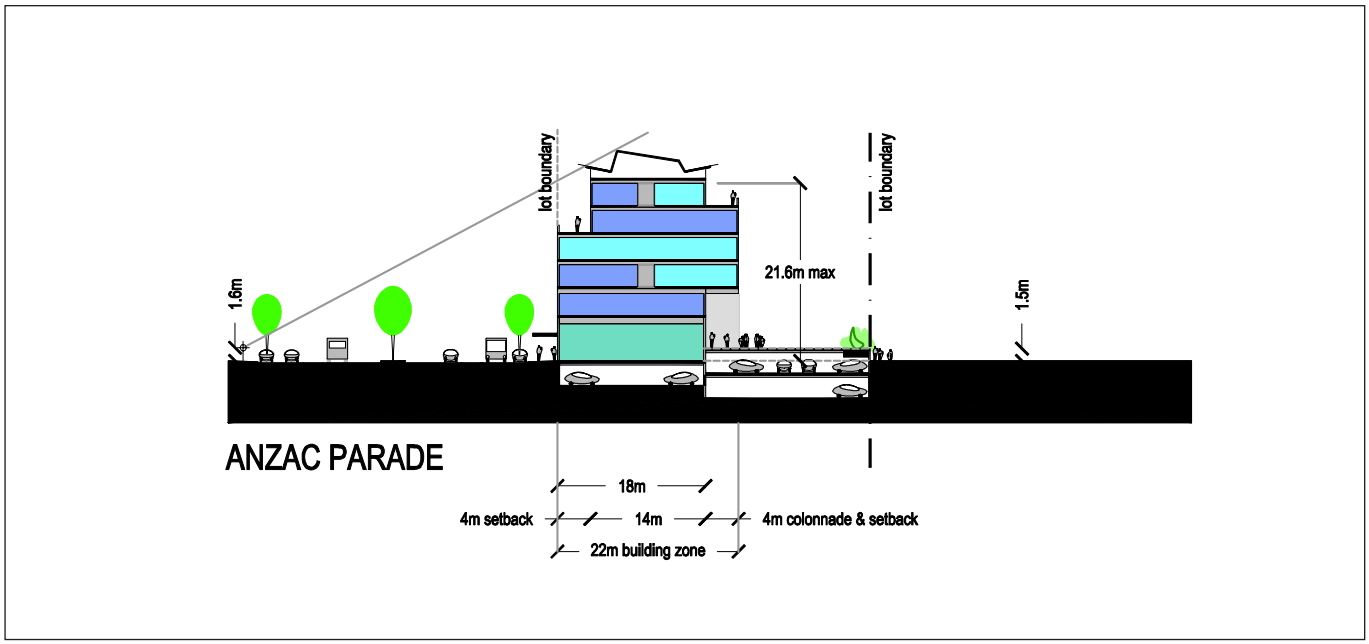
4.3 Block by Block Controls

4.3.1 Block 01

Carlton Street to Goodwood Street
Building Envelope Viewed from Rear



Carlton Street to Goodwood Street
Section West to East Looking North



4.3 Block by Block Controls

4.3.2 Block 02

Goodwood Street to Ascot Street

BLOCK 02: EXISTING LAYOUT

LEGEND

- 6 STOREY
- 5 STOREY
- 4 STOREY
- 3 STOREY
- 2 STOREY
- 1 STOREY
- RIGHTS OF CARRIAGEWAY (VEHICULAR ACCESS)
- DEFINED PARCEL
- AWNING
- COLONNADE
- STRATA TITLE UNLIKELY TO CHANGE

BLOCK 02: PROPOSED LAYOUT

not to scale

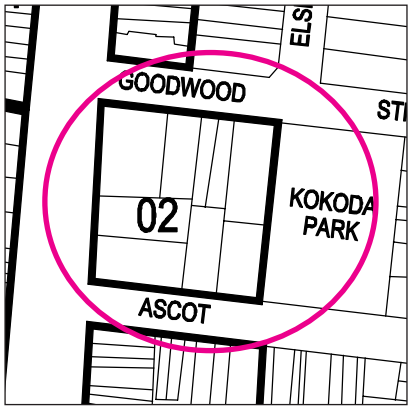
4.3 Block by Block Controls

4.3.2 Block 02

Goodwood Street to Ascot Street

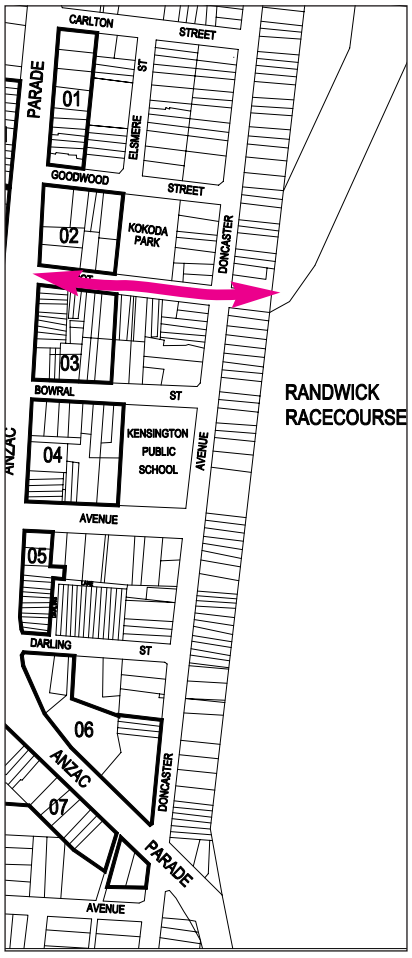
Block 2 abuts Kokoda Park, a formal memorial park with some child play facilities. Ascot Street is the main taxi and chauffeur driven vehicle entrance to the Race Course on Race days. As such it provides an opportunity to impress race-goers with the qualities of the Kensington Town Centre: if well presented, Ascot Street could encourage race-goers to use the Town Centre on Race days or to return to the Town Centre in future.

If well designed and well presented to the street, new development along Goodwood and Ascot Streets should encourage pedestrian movement between the Town Centre and Kokoda Park, and between the Race Course and the Town Centre.



Within Block 2, built to the boundary of Kokoda Park, is Kensington War Memorial Club and the Kensington RSL Sub-Branch. Club facilities play a significant role in the social life of Kensington. An extended Club with improved facilities is considered an appropriate use for this site, given its relationship with the Randwick Racecourse.

If Site Amalgamation results in Defined Parcel A, Council may consider an extension of Building depth for Club use at Ground level, subject to design considerations and impact on neighbouring amenity. Council may consider balconies which project up to 1.5 metres outside the western edge of the Building Zone of T03 development, which would be for Club uses as well as residential uses. However, no ground floor uses should encroach on the public spaces of Kokoda Park.



There are two existing strata titled buildings in this Block. Although they are unlikely to change, there is always the slight possibility that development may occur in the future. The standard setback requirements for development adjacent to existing strata titled buildings apply in this Block. Note that these standard setbacks allow for future infill to side boundaries if existing strata titled buildings do redevelop.

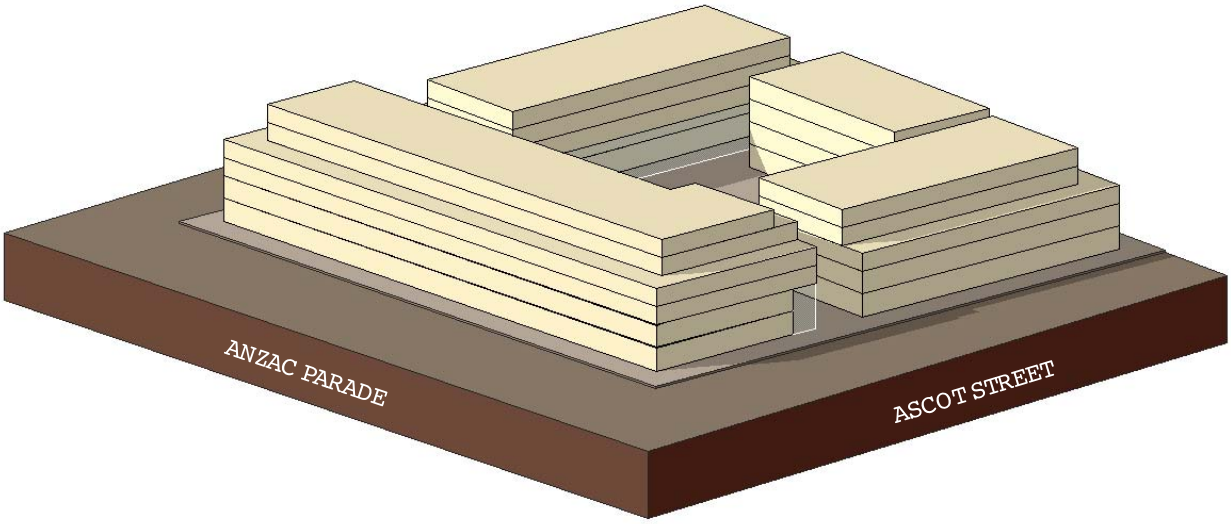
Should the entire Block be developed, a pedestrian through link connecting Kokoda Park to Anzac Parade would be a desirable outcome.

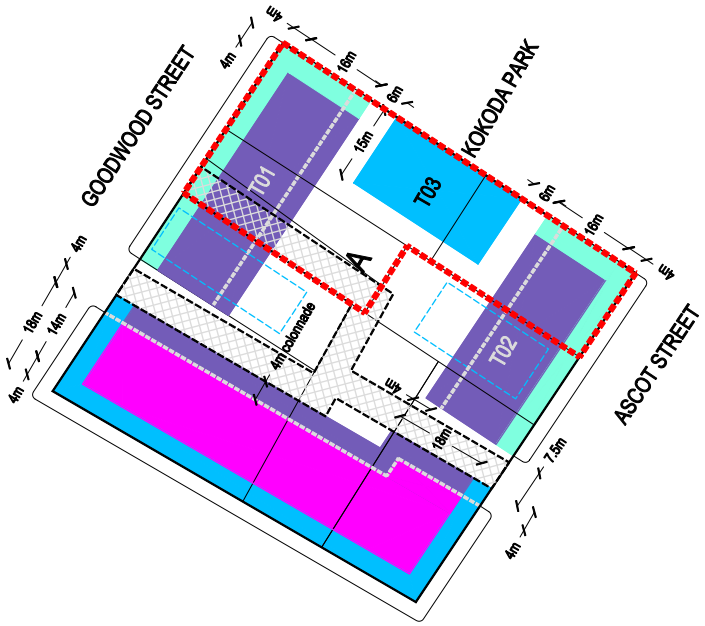
This Block has been identified as an appropriate location for a large specialist concept retailer, should suitable site amalgamation occur.

4.3 Block by Block Controls

4.3.2 Block 02

Goodwood Street to Ascot Street
Building Envelope Viewed from Anzac Parade

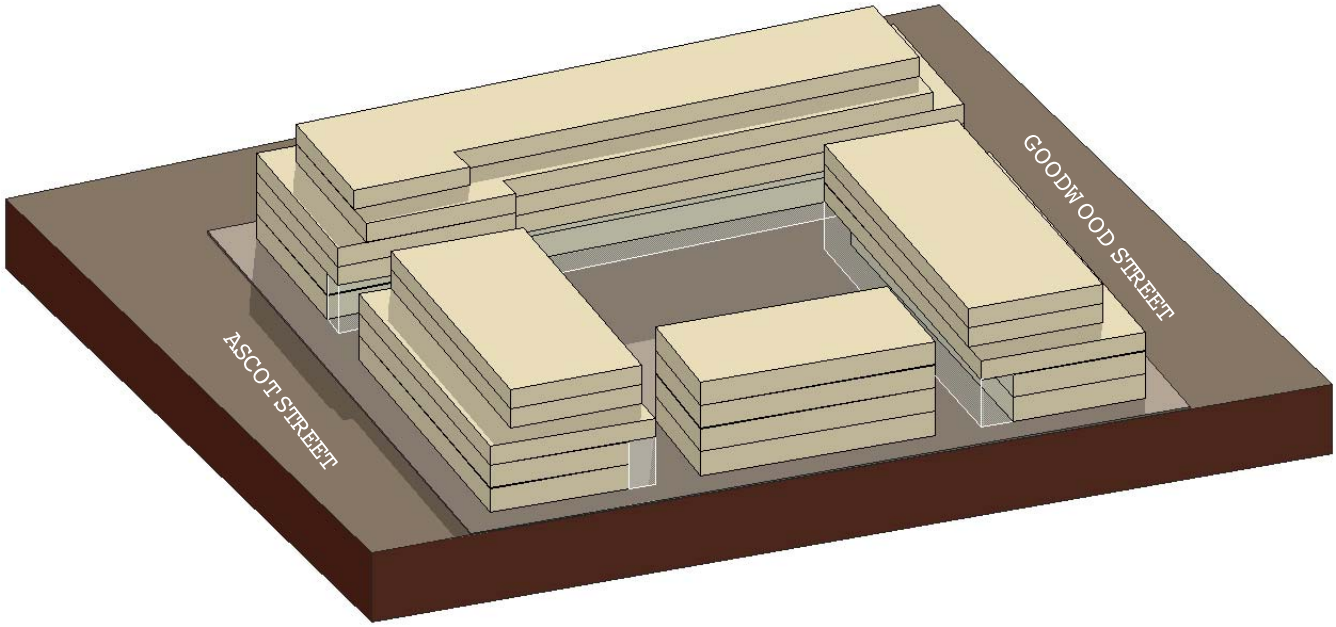




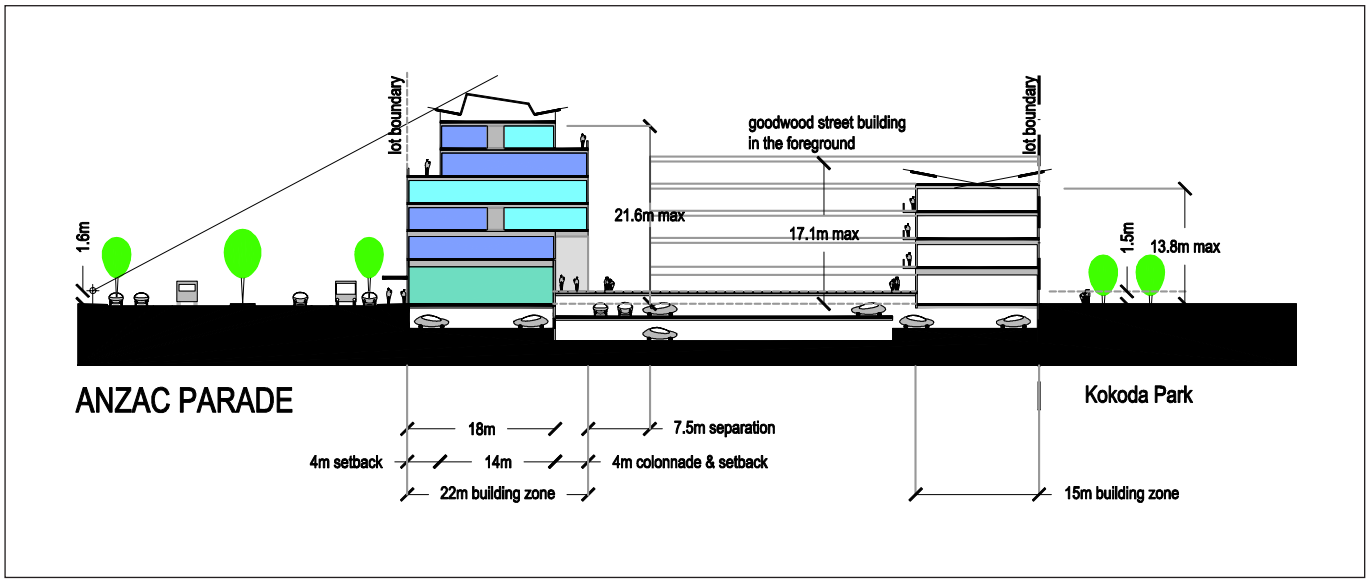
4.3 Block by Block Controls

4.3.2 Block 02

Goodwood Street to Ascot Street
Building Envelope Viewed from Kokoda Park



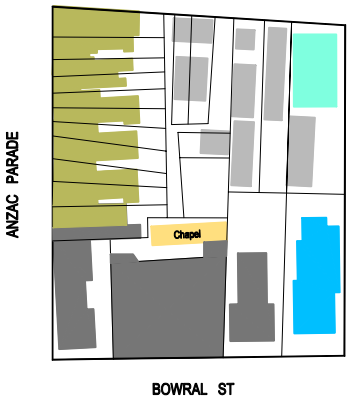
Goodwood Street to Ascot Street
Section West to East Looking North



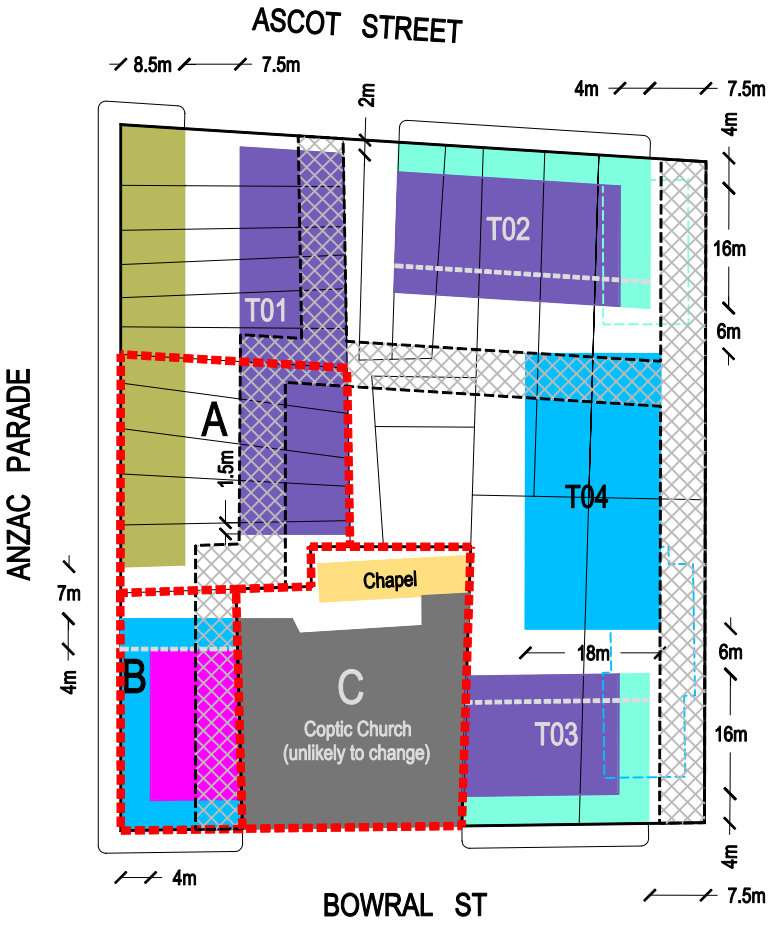
4.3 Block by Block Controls

4.3.3 Block 03

Ascot Street to Bowral Street



BLOCK 03: EXISTING LAYOUT



LEGEND

- 6 STOREY
- 5 STOREY
- 4 STOREY
- 3 STOREY
- 2 STOREY
- 1 STOREY
- 2 STOREY CONTRIBUTORY BUILDING
- 1 STOREY POTENTIAL ITEM OF HERITAGE
- RIGHTS OF CARRIAGEWAY (VEHICULAR ACCESS)
- DEFINED PARCEL
- AWNING
- COLONNADE
- STRATA TITLE UNLIKELY TO CHANGE

BLOCK 03: PROPOSED LAYOUT

not to scale

4.3 Block by Block Controls

4.3.3 Block 03

Ascot Street to Bowral Street

Like Block 2, this Block forms an important pedestrian and vehicle link with the Randwick Racecourse. New development towards the Anzac Parade end of Ascot Street should attract movement from the Racecourse to the retail and commercial offerings of Anzac Parade.

Contributory Buildings make up much of the Anzac Parade frontage of this Block, creating the opportunity for Mews Style development at the rear, connected to Ascot Street and Anzac Parade by a pedestrian and visual through-link which is to remain permanently open to public access.

Note that the current configuration of Contributory Buildings in Defined Parcel A includes a recent imitative infill (shown in grey at the southern end of the collection of Contributory Buildings on the Existing Layout). This infill is positioned over what was once an entry point to a 1902 Methodist Chapel, which this study has identified as a potential item of Heritage. New development must remove this infill building to reinstate the original entry path to the Chapel. Defined Parcel A has been identified as the minimum site amalgamation necessary to enable this reinstatement.

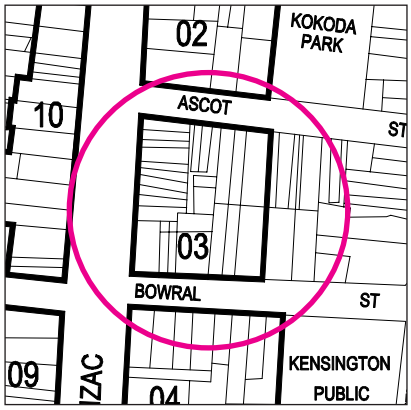
This Block also includes the recently completed Coptic Church. The Church features non-habitable walls to the east and west, and adjacent new development may therefore build to the property boundary of the Church, provided that the first residential floor level from the ground is clear of the domes of the Coptic Church (i.e it is likely that Storeys 1, 2 & 3 would be required to be retail/commercial uses). Otherwise, setbacks would apply.

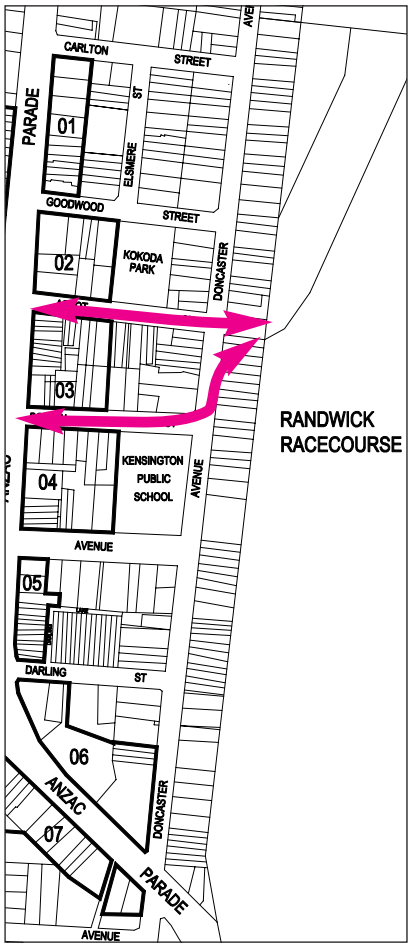
Development which creates visual and physical (subject to suitable negotiations with the owners) connections with the Chapel at the rear of the Coptic Church will be highly regarded. In order to ensure that physical connections are possible, the pedestrian through link in Defined Parcel B must meet this Plan's accessibility criteria.

Defined Parcel B may be developed. Council may consider an automated traffic light control for the Bowral Street entry point to the Rights of Carriageway for Parcel B, reducing the entry requirement from 6 metres to 3.5 metres.

The Maximum Building Height for Development TO4 is 13.8 metres. TO4 is only likely to occur if two existing strata titled residential flat buildings (one fronting Ascot Street and one fronting Bowral Street) are part of substantial site amalgamation.

The Maximum Building Height for the Coptic Church is 2 storeys, excluding domed roof structures.

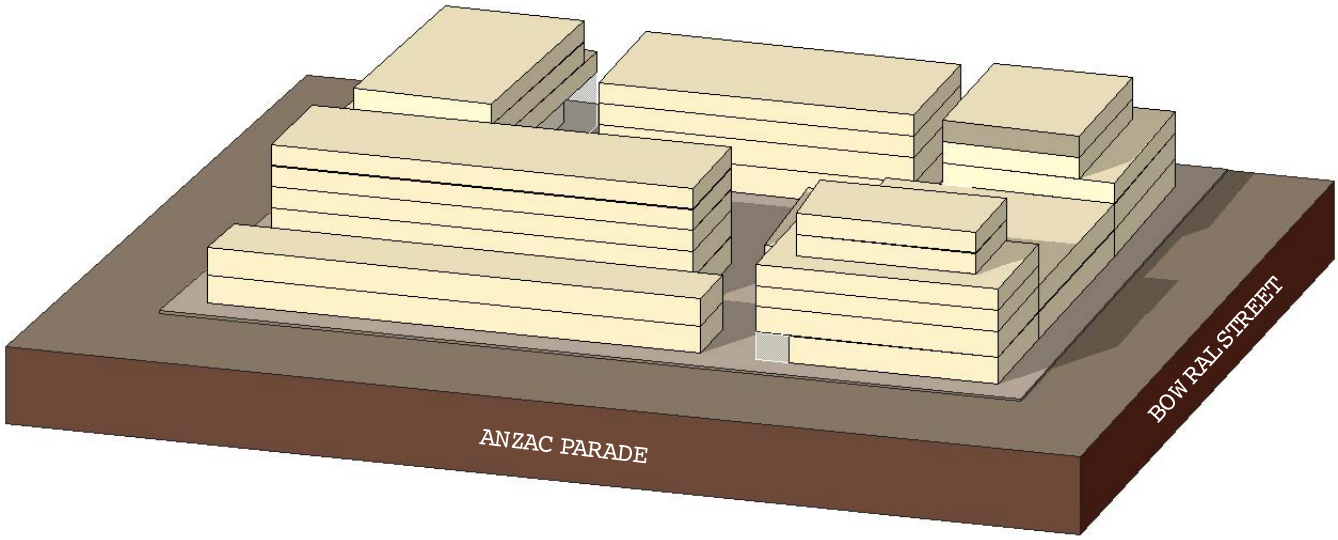


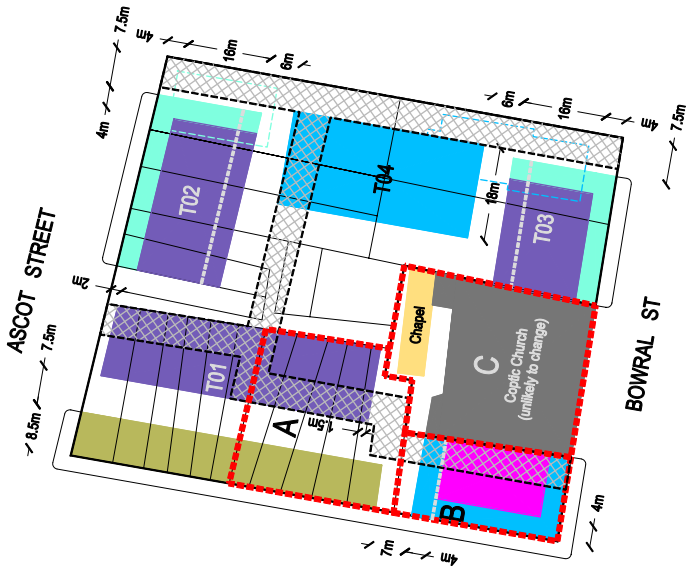


4.3 Block by Block Controls

4.3.3 Block 03

Ascot Street to Bowral Street
Building Envelope Viewed from Anzac Parade

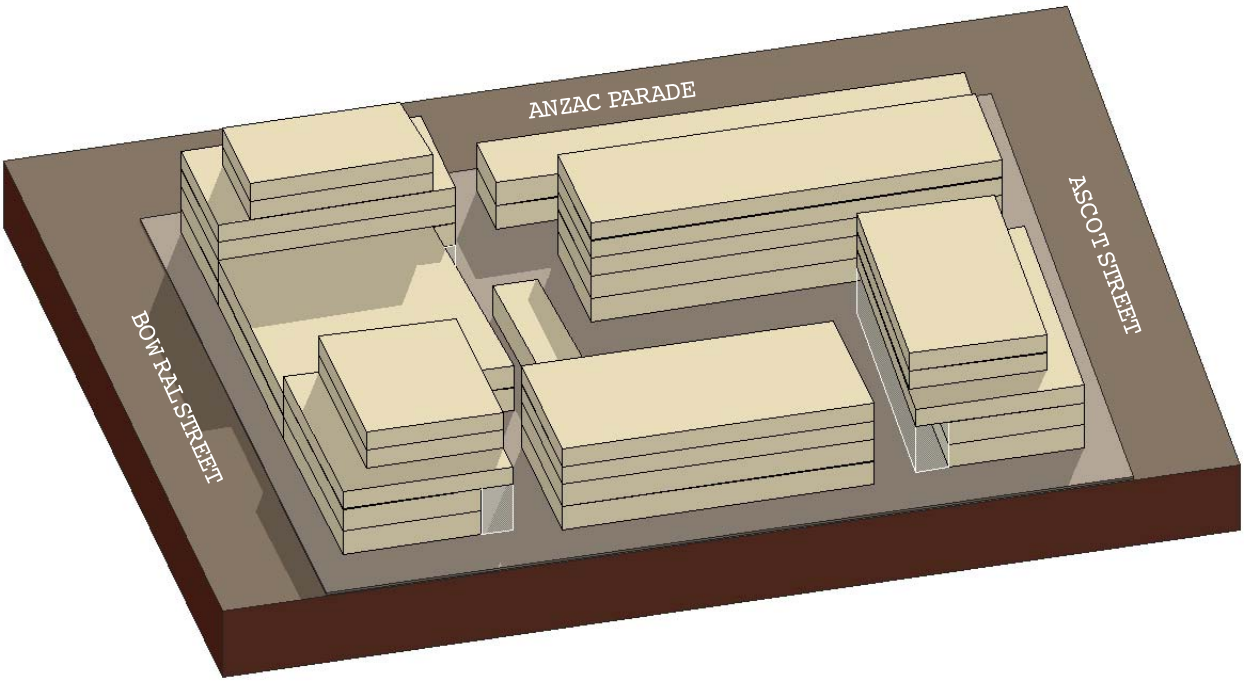




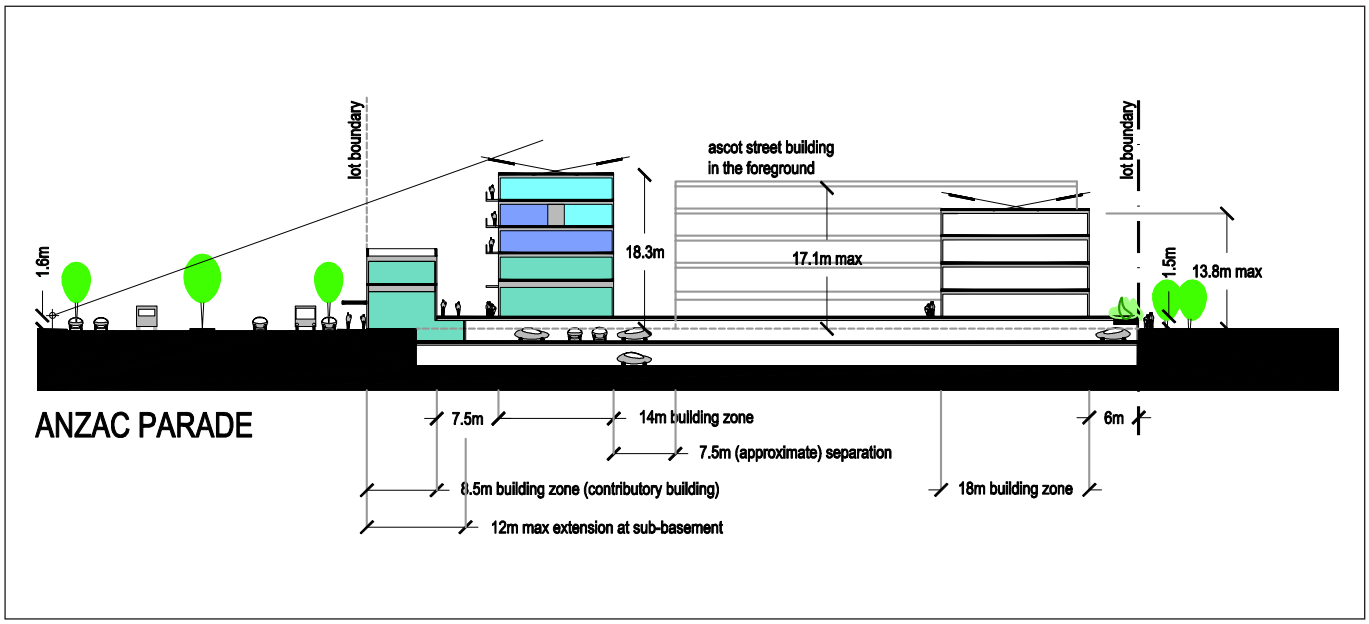
4.3 Block by Block Controls

4.3.3 Block 03

Ascot Street to Bowral Street
Building Envelope Viewed from School



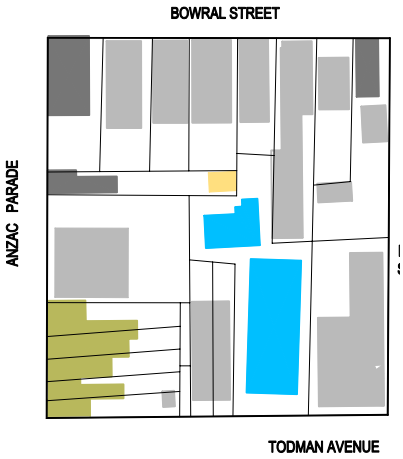
Ascot Street to Bowral Street
Section West to East Looking North



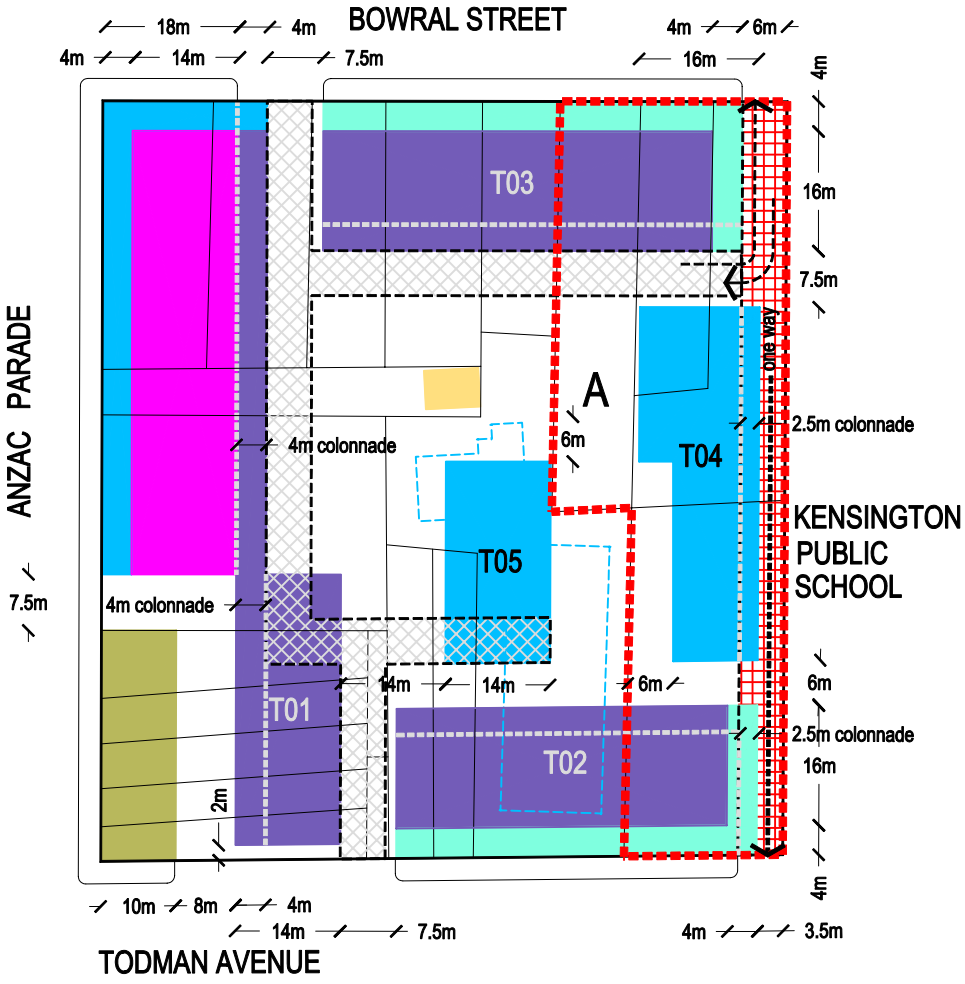
4.3 Block by Block Controls

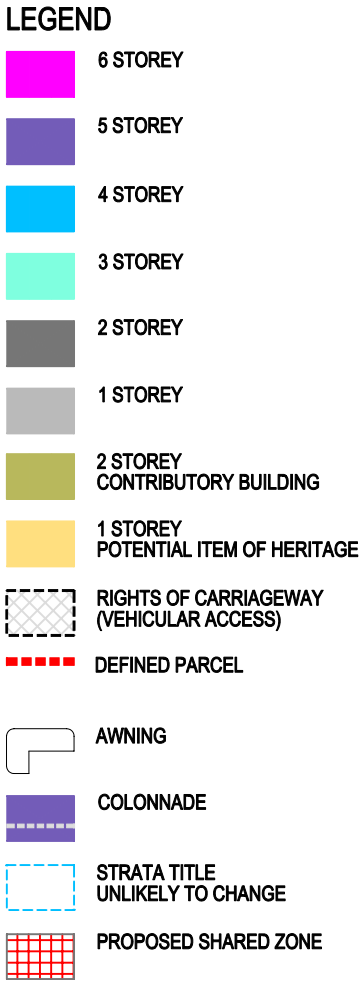
4.3.4 Block 04

Bowral Street to Todman Avenue



BLOCK 04: EXISTING LAYOUT





BLOCK 04: PROPOSED LAYOUT

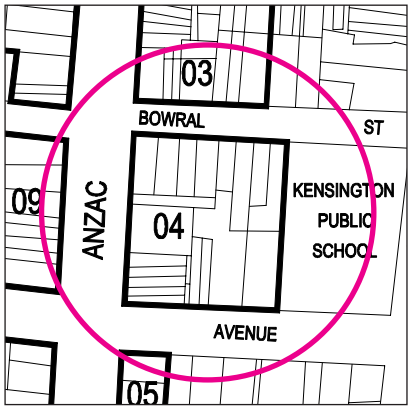
not to scale

4.3 Block by Block Controls

4.3.4 Block 04

Bowral Street to Todman Avenue

Block 4 is in the heart of the Core Retail Precinct, and is one of the locations where sites could be amalgamated to create the space necessary to achieve the neighbourhood supermarket shopping centre, or a specialist concept retailer.



Contributory Buildings at the corner of Todman Ave create the opportunity for Mews Style development at the rear, connected to Todman Ave and Anzac Parade by a pedestrian and visual through-link which is to remain permanently open to public access.

Development which creates visual and physical connections (subject to suitable negotiations with the owners) to the Potential Item of Heritage in the centre of the Block will be highly regarded.

A large strata titled complex exists in the centre of this Block. Although unlikely to change, there is always the slight possibility that development may occur in the future. The standard setback requirements for development adjacent to existing strata titled buildings apply in this Block. Note that these standard setbacks allow for future infill to side boundaries if existing strata titled buildings do redevelop.

The eastern edge of this Block abuts the Kensington Public School. Currently, parents dropping off and picking up their children from school find themselves double parking, mainly in Bowral Street. This situation is considered unsatisfactory for the school children involved, as well as for other traffic.

Should site amalgamation result in Defined Parcel A, T04 may be developed, providing that the owner dedicates the identified shared zone to provide a suitable kiss/n/ride area for Kensington Public School parents and children. This shared zone must be created in consultation with Council and the Kensington Public School, and must satisfy Randwick City Council's Traffic Committee requirements.

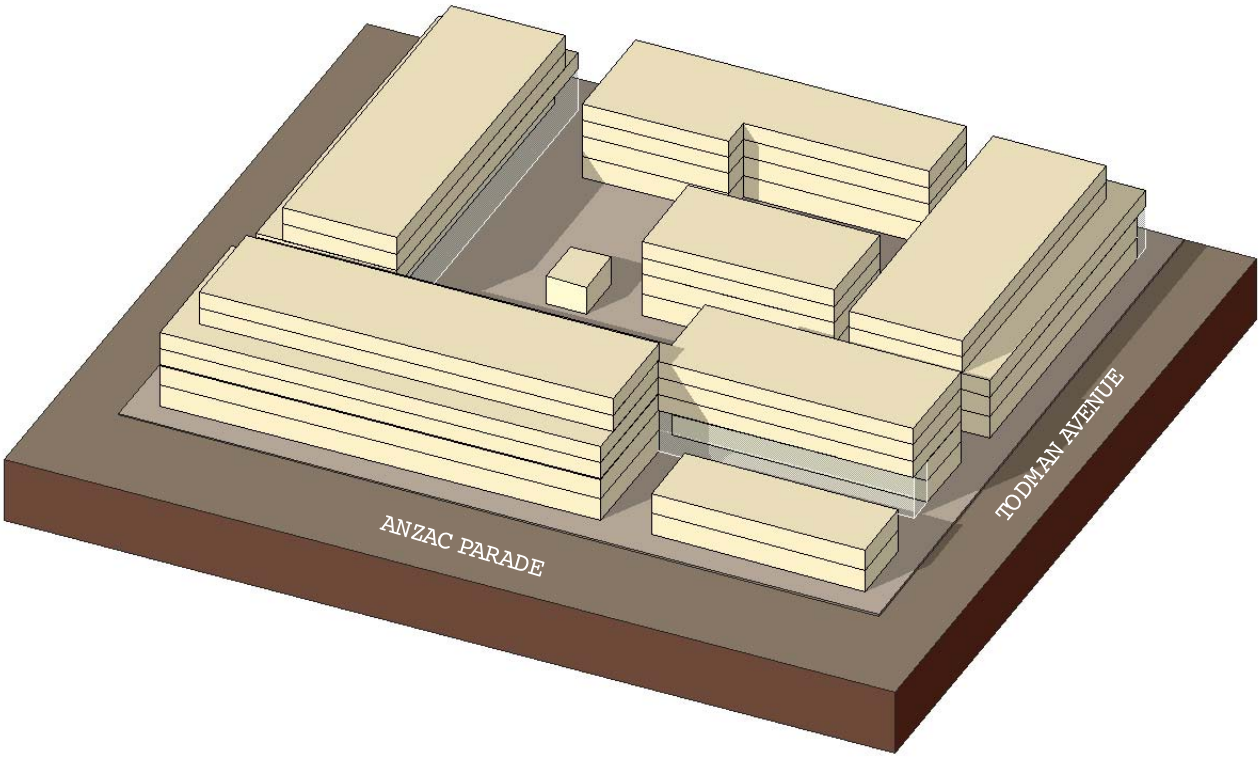
Council may consider balconies which project up to 1.5 metres outside the western edge of the Building Zone of T04.

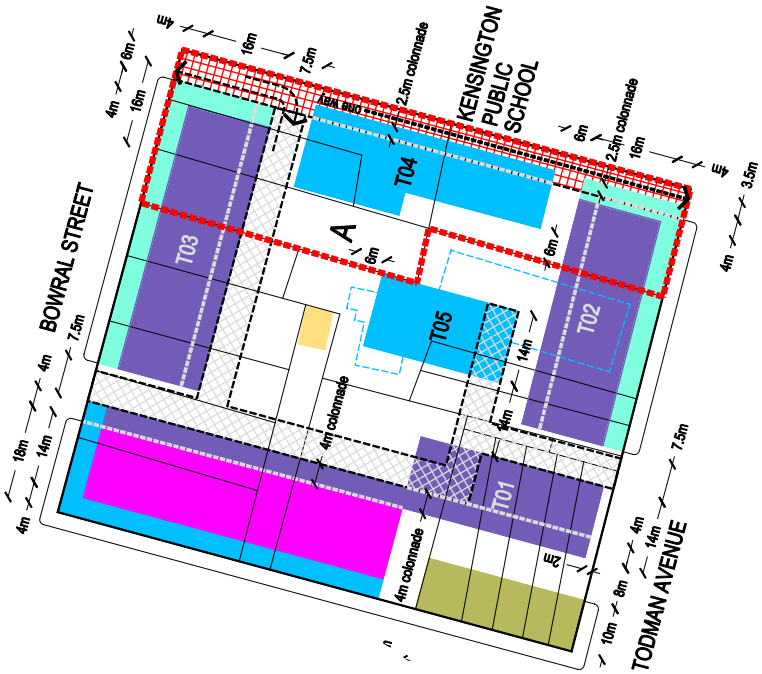
The maximum Building Height for TO4 & TO5 is 13.8 metres.

4.3 Block by Block Controls

4.3.4 Block 04

Bowral Street to Todman Avenue
Building Envelope Viewed from Anzac Parade

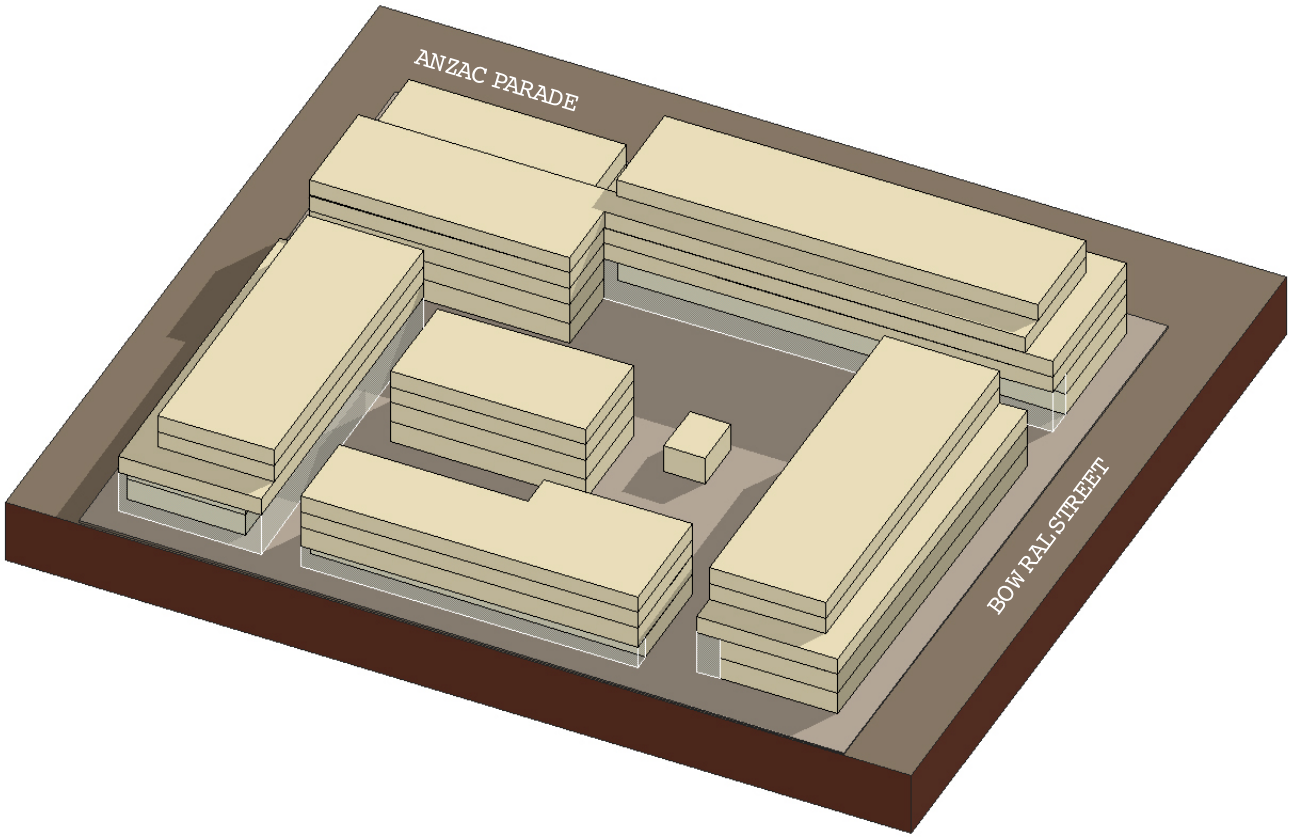




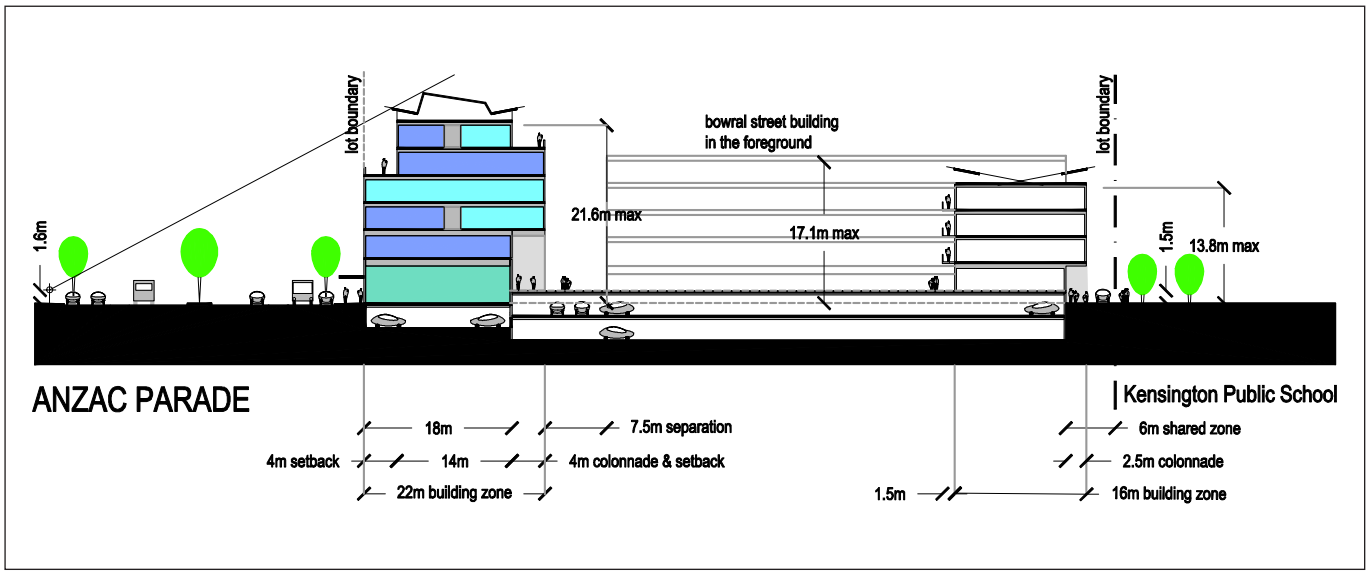
4.3 Block by Block Controls

4.3.4 Block 04

Bowral Street to Todman Avenue
Building Envelope Viewed from Shared Zone adjacent to School



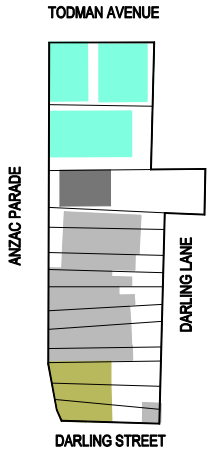
Bowral Street to Todman Avenue
Section West to East Looking North



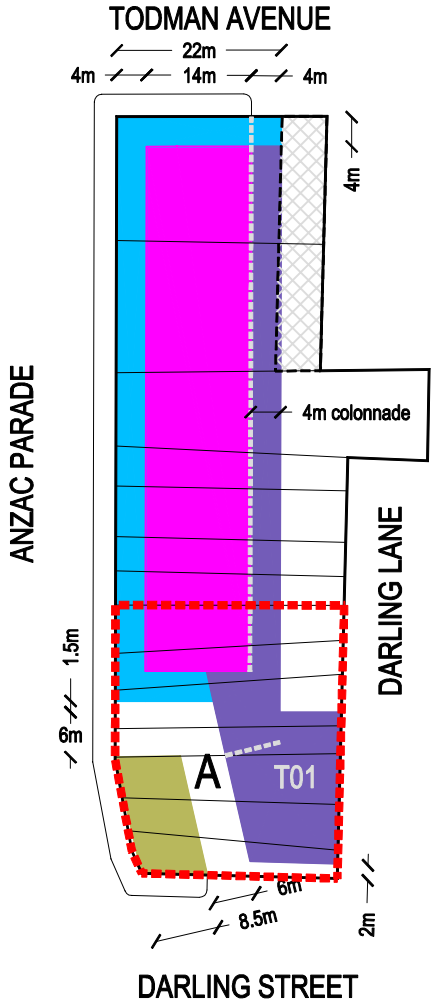
4.3 Block by Block Controls

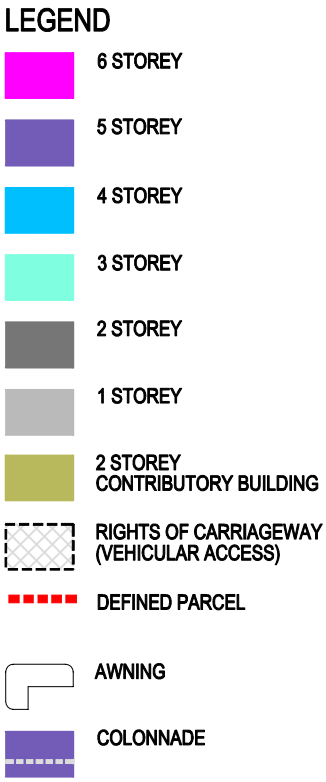
4.3.5 Block 05

Todman Avenue to Darling Street



BLOCK 05: EXISTING LAYOUT





BLOCK 05: PROPOSED LAYOUT

not to scale

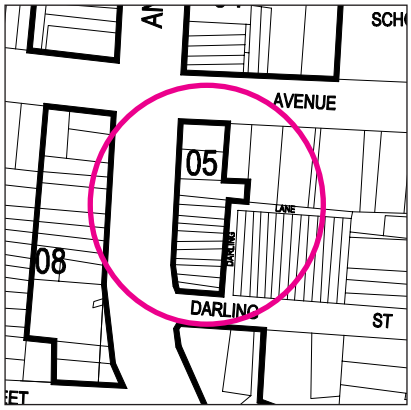
4.3 Block by Block Controls

4.3.5 Block 05

Todman Avenue to Darling Street

Block 5 features some Contributory Buildings at the corner of Darling Street, creating the opportunity for Mews Style development at the rear, connected to Darling Street and Anzac Parade by a pedestrian and visual through-link which is to remain permanently open to public access.

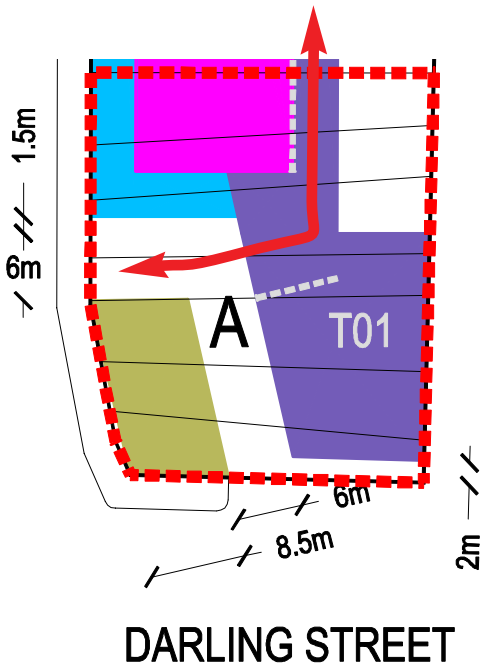
The Darling Street elevation of this Mews Style development should complement the existing Heritage dwellings on the other side of Darling Lane.



Other than at the Todman Corner, vehicular access to this Block can be gained from Darling Lane.

Defined Parcel A represents the minimum site amalgamation required for redevelopment of the Anzac Parade/Darling Street corner.

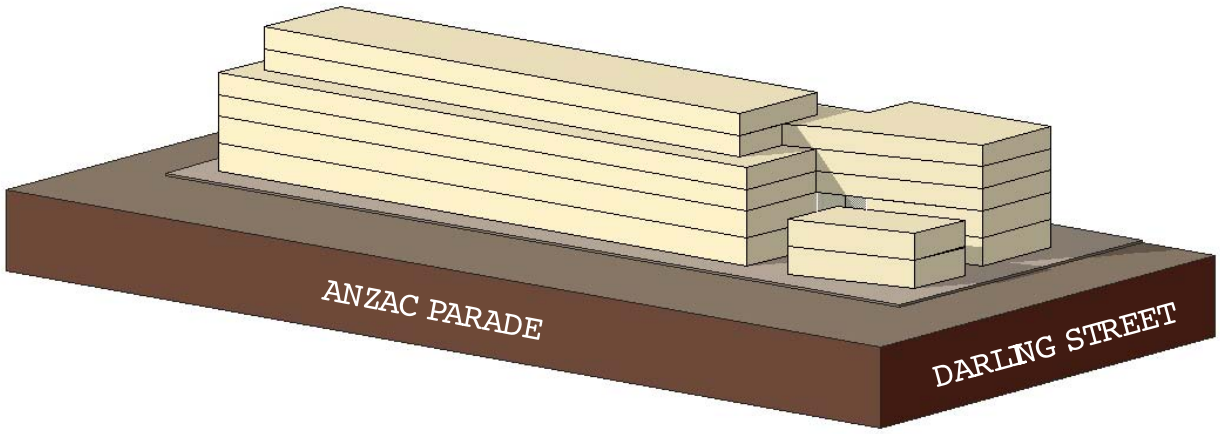
achieve a permanent pedestrian connection at this location by turning the colonnade around the northern elevation of the mews style development

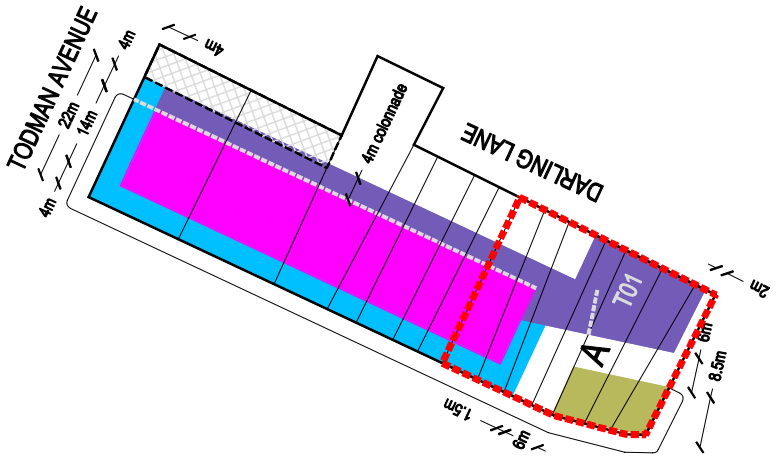


4.3 Block by Block Controls

4.3.5 Block 05

Todman Avenue to Darling Street
Building Envelope Viewed from Darling Street/Anzac Corner

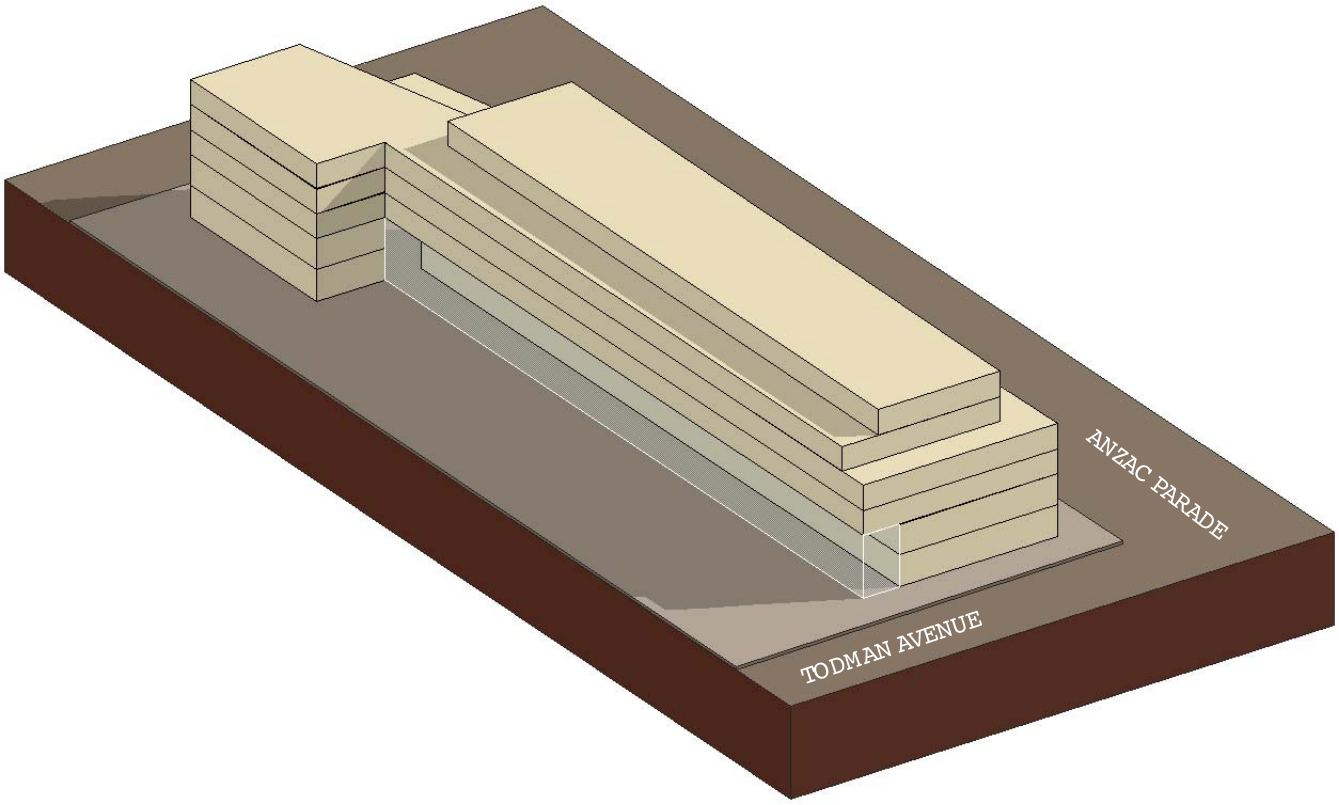




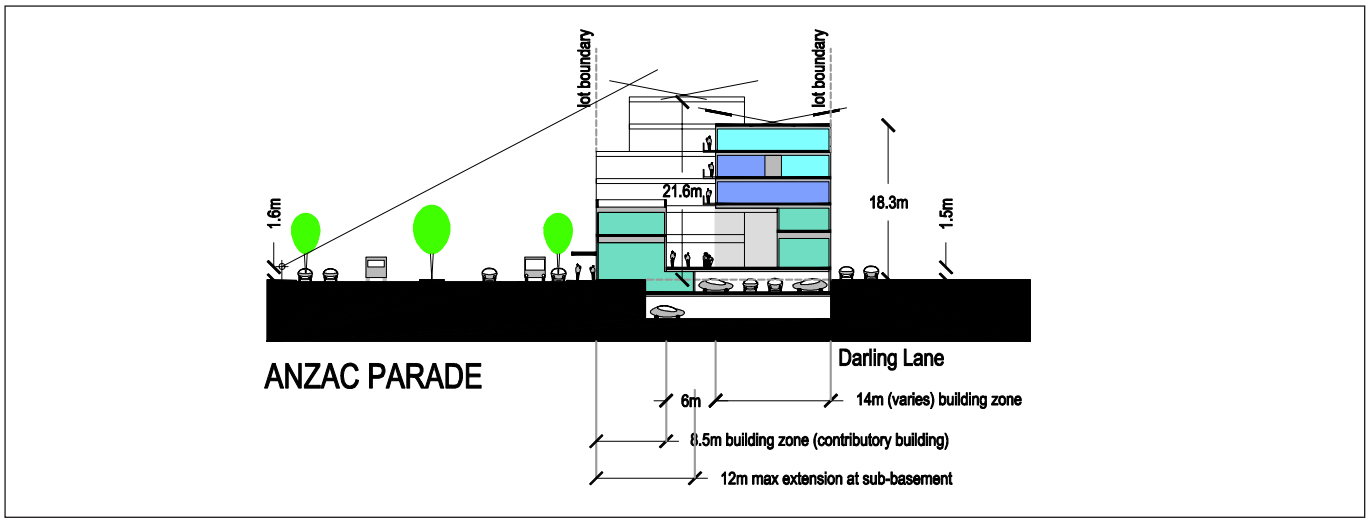
4.3 Block by Block Controls

4.3.5 Block 05

Todman Avenue to Darling Street
Building Envelope Viewed from Rear



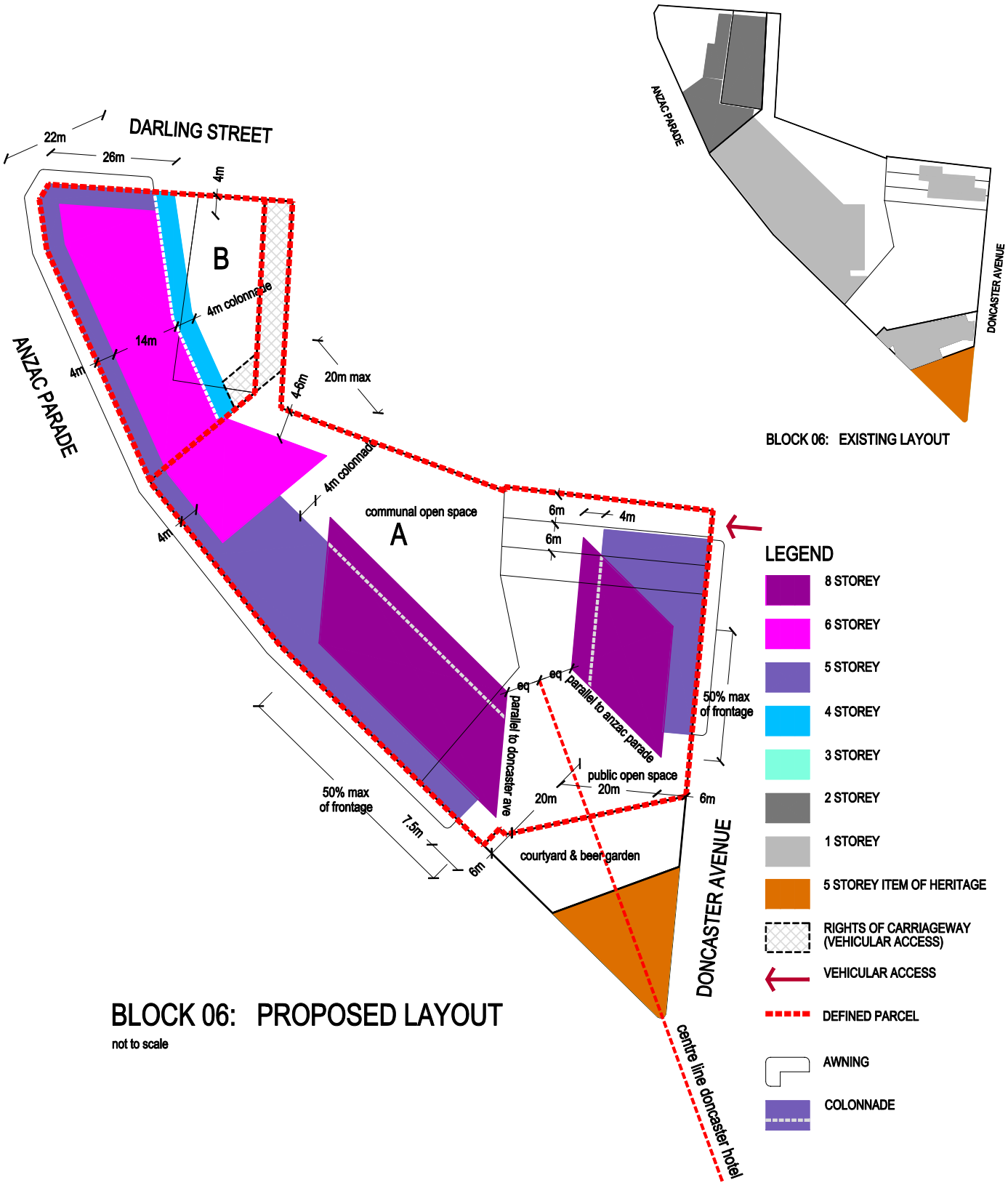
Todman Avenue to Darling Street
Section West to East Looking North



4.3 Block by Block Controls

4.3.6 Block 06

Darling Street to Doncaster Avenue



BLOCK 06: PROPOSED LAYOUT

not to scale

BLOCK 06: EXISTING LAYOUT

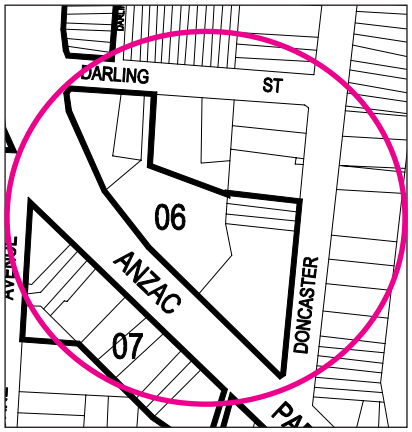
4.3 Block by Block Controls

4.3.6 Block 06

Darling Street to Doncaster Avenue

Block 6 includes: Defined Parcel A - the 'Doncaster Plaza Site; Defined Parcel B - the corner of Darling Street and Anzac Parade; and the Doncaster Hotel, an identified Item of Heritage.

Specific controls for the Doncaster Plaza set an Anzac Parade street edge maximum of 5 storeys and this height can also be supported on the corner of Anzac Parade and Darling Street.



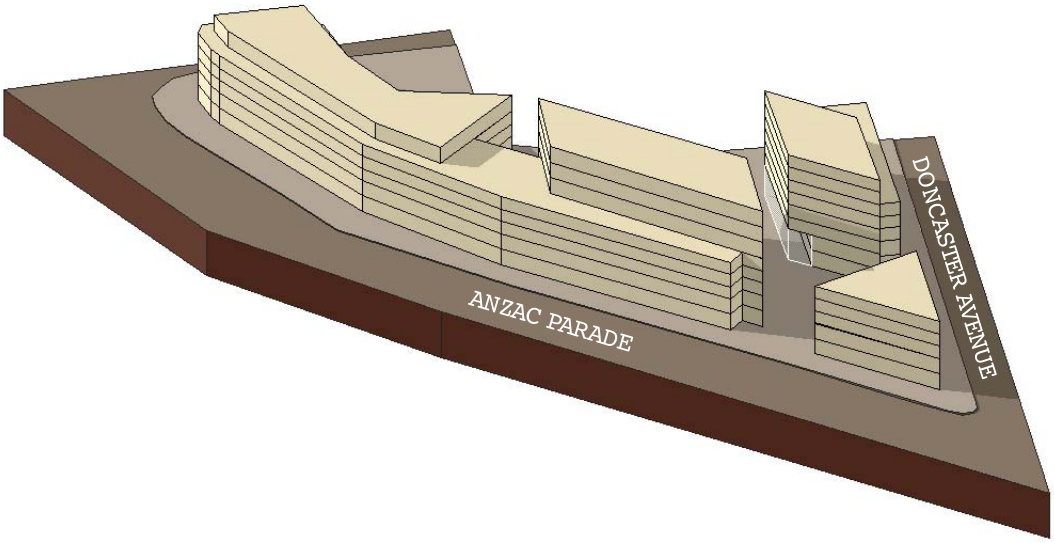
Defined Parcel B represents the minimum site amalgamation required to achieve the preferred design outcome for the redevelopment of the Anzac Parade/Darling Street corner.

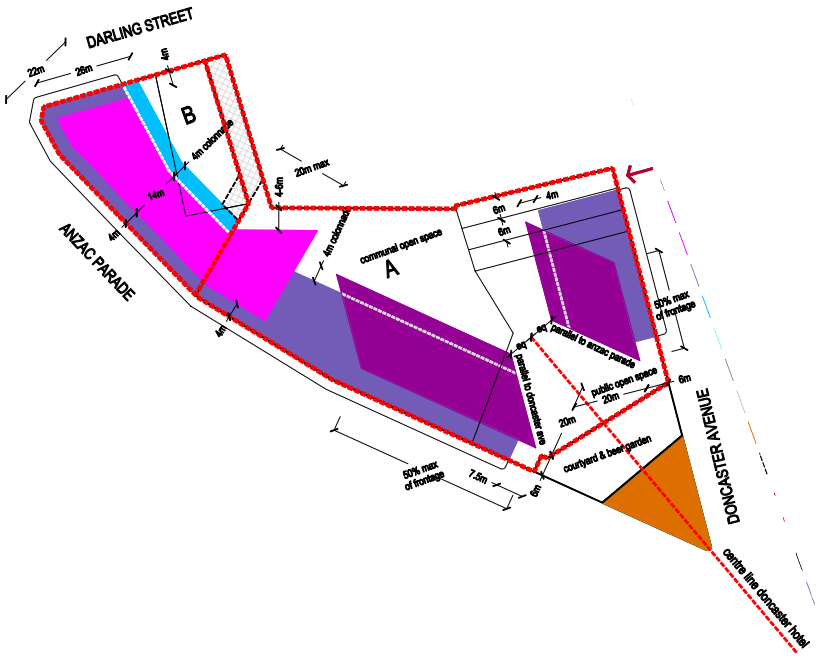
The Doncaster Hotel is an identified Item of Heritage and may not be increased in height. In future, the preferred outcome for the site of the Doncaster Hotel is that the existing single storey addition at the rear be removed altogether for a wide entry to open space uses (possibly including open lightweight structures suitable for a beer garden or outdoor dining area using a narrower footprint than existing) in conjunction with the Restoration of the Hotel facade.

Any proposals for the Doncaster Hotel must better integrate with Anzac Parade and on-site open space and must be accompanied by a Heritage Impact Assessment (prepared by a Conservation professional identified by the Heritage Office of NSW) in accordance with the terms of Burra Charter, to ensure that they are sympathetic to the Doncaster Hotel Item of Heritage.

4.3 Block by Block Controls

4.3.6 Block 06

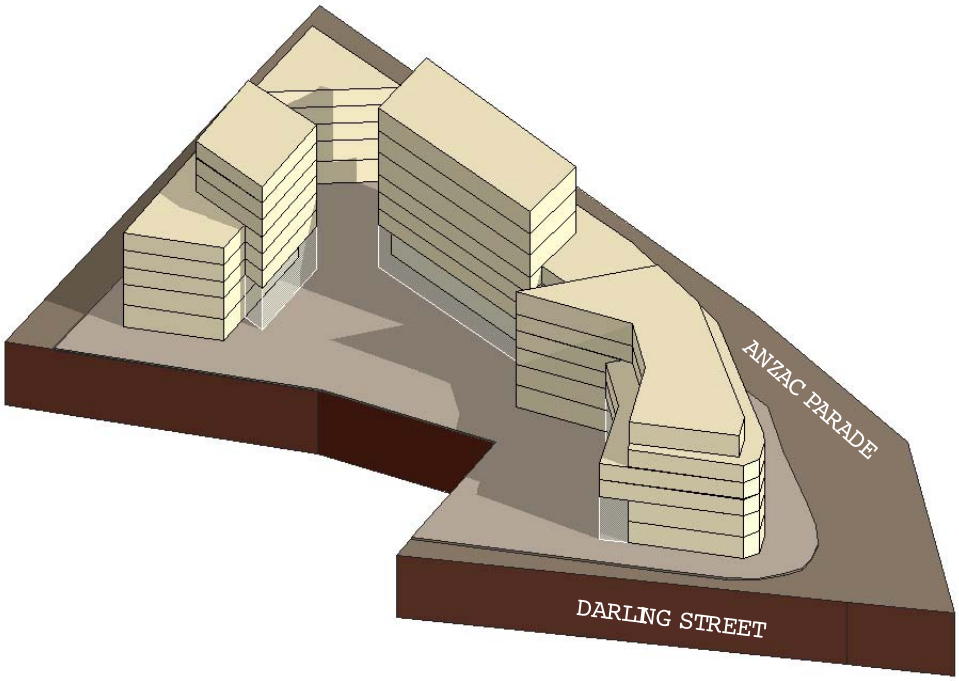




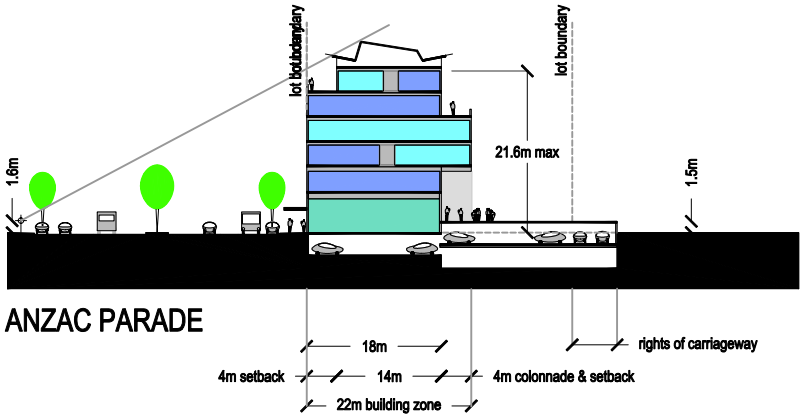
4.3 Block by Block Controls

4.3.6 Block 06

Darling Street to Doncaster Avenue
Building Envelope Viewed from Darling Street/Doncaster Corner



Darling Street to Doncaster Avenue
Section West to East Looking North



4.3 Block by Block Controls

4.3.6 Block 06

4.3.6.(a) 240-264 Anzac Parade 'Doncaster Plaza Site'

Vision for the Doncaster Plaza Site

A vibrant mixed use development that:

- Reinforces the heritage values, visual appearance and importance of the adjacent Doncaster hotel;
- Provides a high quality living environment for its residents;
- Incorporates uses such as commercial office space, community facilities, restaurants, entertainment, and retail;
- Incorporates an active town square/public open space; and
- Creates pedestrian links between Anzac parade and Doncaster Avenue to enhance the uses on-site and the social and recreation amenity of Kensington town centre in general.

Doncaster Plaza Site Objectives

- To achieve perimeter buildings of slender proportions, with buildings orientated to the street.
- To ensure that buildings address the major intersection of Anzac Pde and Doncaster Ave and the geometry of the Doncaster Hotel.
- To ensure that higher building elements within the site are appropriately proportioned to the perimeter building elements.
- To integrate site through-links from Anzac Pde and Doncaster Ave.
- To ensure that a significant proportion of the site is retained as open space for the benefit of residents and amenity of surrounding areas.
- To provide useable areas of private open space for outdoor living and recreation to serve the needs of the residents.
- To provide public open space on-site that enhances public uses of the site.

Doncaster Plaza Site Building Height:

i. The maximum height of any building on-site is 8 storeys (maximum 27.4 metres).

ii. Buildings are not to exceed 5 storeys along Anzac Parade and Doncaster Ave, setting back to 8 storeys.

iii. The overall built form must achieve an aesthetically pleasing 5:8 ratio, and match the geometry of the Doncaster Hotel.

Doncaster Plaza Site Minimum Floor to Ceiling Heights:

Variations of up to 0.1 metres from this Plan's minimum Floor to Ceiling Heights (*see Page 111*) may be acceptable, to enable the first 5 storeys to align along Anzac Parade and Doncaster Ave with the eaves line of the Doncaster Hotel (R.L. 38.8 metres).

Should flood levels/ground level rises along any frontage mean that acceptable floor to ceiling heights cannot be achieved within R.L. 38.8 metres, the applicant must:

- comply with the minimum/maximum floor to ceiling/floor to floor/overall building heights described on pages 21 and 111 and
- provide a Heritage Impact Assessment (prepared by a Conservation Specialist identified by the Heritage Office of NSW) demonstrating that the eaves line of the hotel is suitably reflected in the built form, facade detailing and articulation of the 5 storey (maximum 18.3 metre) elements of the building.

4.3 Block by Block Controls

4.3.6 Block 06

4.3.6.(a) 'Doncaster Plaza Site' Performance Criteria (cont'd)

Doncaster Plaza Site Building Zone

i. The built form should comply with the Block by Block Plan.

ii. The preferred built form incorporates two separate buildings aligned to Anzac Parade & Doncaster Ave.

iii. Any 6th to 8th storey elements along the Anzac Parade frontage should generally occupy not more than 50% of the total site frontage, to ensure that the built form is well proportioned and does not dominate the street frontage.

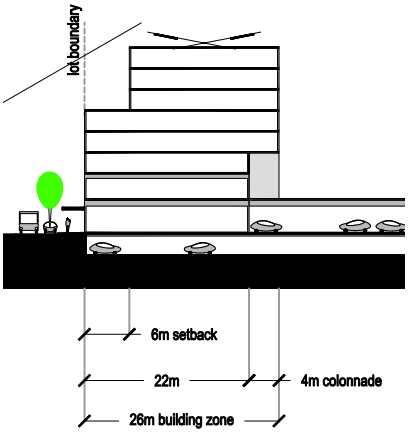
iv. To ensure adequate sunlight access, privacy and amenity for apartments within and adjacent to the site, a minimum distance of 12 metres is required between:
- face to face windows of habitable rooms; and
- the rear or side facade of any building fronting the street and the façade of any building located within the central portion of the site.

v. The siting and design of buildings should enclose and define a mid-block open space system creating intimate and useable open spaces.

vi. Continuous colonnades may be acceptable in addition to awnings along Anzac Parade and internally on the site, where these provide useable and safe spaces that integrate with the adjacent public domain.

Doncaster Plaza Site Parking/ Access

i. Provide all car-parking facilities below ground, at semi-basement level, and/or beneath a podium to optimise site amenity and open space. The roof of any podium should, at most, align with the finished floor level of Storey 2 provided that, at the boundaries of the site, the podium achieves continuity with the ground levels of adjacent sites.



ii. Provide a two-way vehicle access to the site from Doncaster Avenue.

iii. Provide additional vehicle access/accesses along Doncaster Avenue to allow for relocation of the bottle shop, while minimising breaks in the commercial frontage.

iv. An additional two-way access may be considered from Darling Street, on the basis of detailed traffic investigations on impacts for the site and surrounds.

v. Provide a series of pedestrian and visual through-links to connect areas of public open space with surrounding streets, between Anzac Parade and Doncaster Avenue.

vi. Consider a pedestrian/vehicle access between Doncaster Avenue and Darling Street, to enhance through-links within the site.

4.3 Block by Block Controls

4.3.6.(a) 'Doncaster Plaza Site' Performance Criteria (cont'd)

Doncaster Plaza Site Setbacks

In order to ensure an adequate separation between buildings, landscape opportunities, privacy, adequate sunlight access, and residential and streetscape amenity:

i. The first 5 storeys on the front boundary should align with the Doncaster Hotel along both Anzac Pde and Doncaster Ave, to reinforce the geometry of the hotel and its street corner.

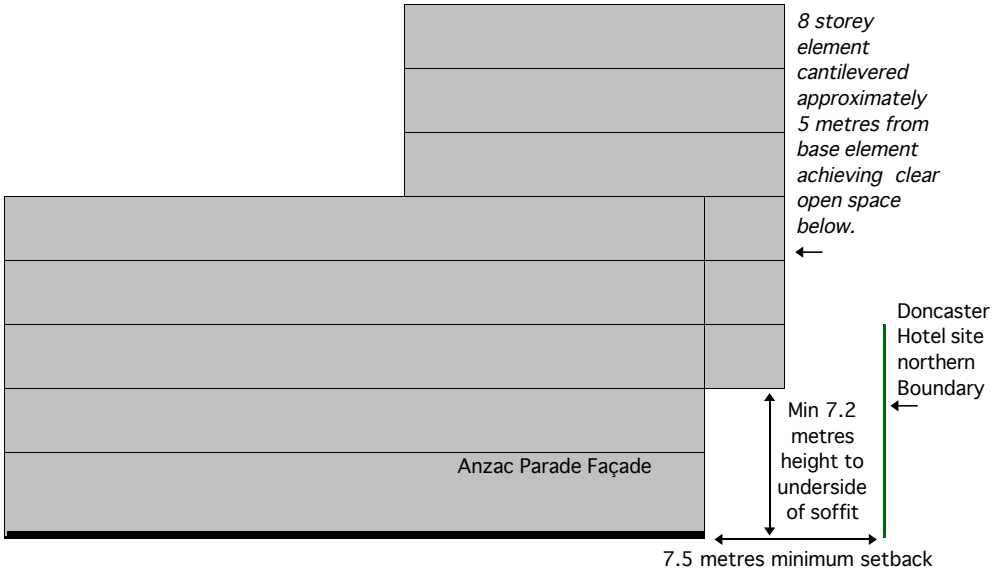
ii. Setback the 6th to 8th storeys on the front boundary along both Anzac Pde and Doncaster Ave a minimum of 6 metres to ensure a pleasant and well proportioned relationship between the lower and upper levels of each building.

iii. Setback the first 5 storeys of the building a minimum of 6 metres from the northern boundary of the site along Doncaster Ave.

iv. Setback the 6th to 8th storeys at the northern boundary along Doncaster Ave a minimum of 6 metres from the 5th storey setback.

v. To ensure adequate separation of new and existing buildings, landscape opportunities, privacy, sunlight access and residential amenity, and to maintain opportunities for site through-links, provide a minimum 6 metre setback along the northern boundary of the site and entry of the laneway to Darling Street, or a minimum of 4 metres if the vehicle through link is provided underground.

vi. Provide an open and welcoming entry to the public open space from Anzac Parade by setting back 7.5 metres from the southern boundary of the site (Doncaster Hotel Northern Boundary), in accordance with the following diagram:



vii. Side setbacks are not required along the northern-western boundary of the site's Anzac Pde frontage.

4.3 Block by Block Controls

4.3.6.(a) 'Doncaster Plaza Site' Performance Criteria (cont'd)

Doncaster Plaza Site Open Space

i. Provide public and private/communal open space in the locations designated in the Block by Block Plan.

ii. Retain at least 50% of the site as open space (including private, communal and public open space).

iii. The majority of the open space must be open to the sky.

iv. If ground level communal open space equates to more than 30% of the total site area, Council may consider removing the requirement for private open space from up to 10% of all apartments, providing those apartments have good visual and physical connections with the communal open space.

v. Private and public open space should be appropriate in size, dimensions, sunlight access and amenity for users and nearby residents.

vi. The private/communal open space may be provided on a podium *see pge 53 Site Parking/Access*) or over excavated basements but should, at the boundaries of the site, ensure continuity with the ground levels of adjacent sites.

vii. Provide visual links to private/communal open space from the public domain.

viii. Provide significant public amenity by creating a welcoming, defined and safe public open space that addresses any noise impacts from Anzac Parade or noise/wind impacts from the configuration of surrounding buildings.

ix. Integrate public open space with other public uses on-site and on the adjacent hotel site.

x. Public open space should provide for a range of uses for local residents and visitors including outdoor dining, leisure and recreation.

xii. All public open space should be continuously accessible to the public.

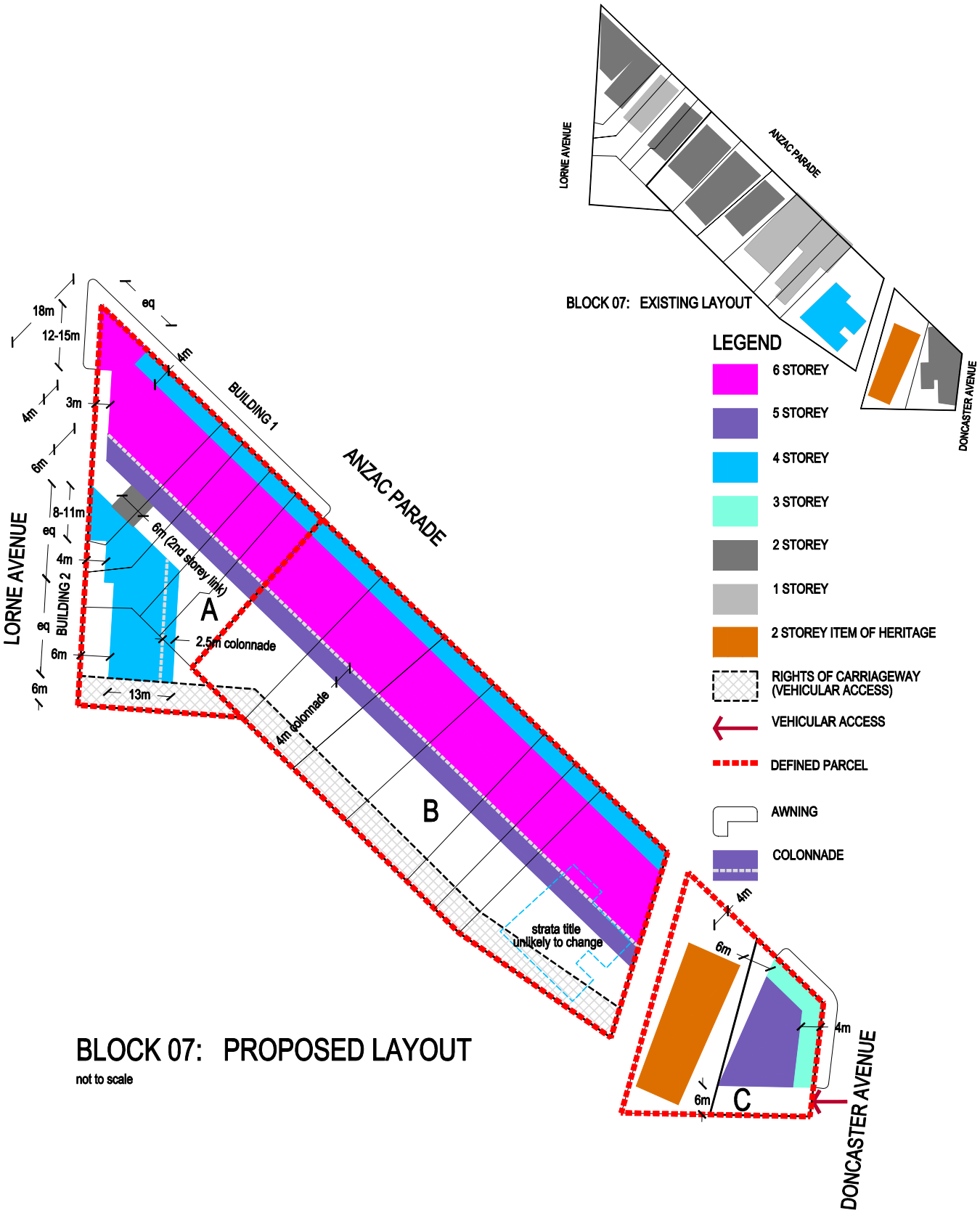
xiii. All accesses to public open space should be at grade (without steps) and allow direct views from the street.

xiv. Locking or closing these through-links will not be permitted.

4.3 Block by Block Controls

4.3.6 Block 07

Doncaster Avenue to Lorne Avenue



4.3 Block by Block Controls

4.3.7 Block 07

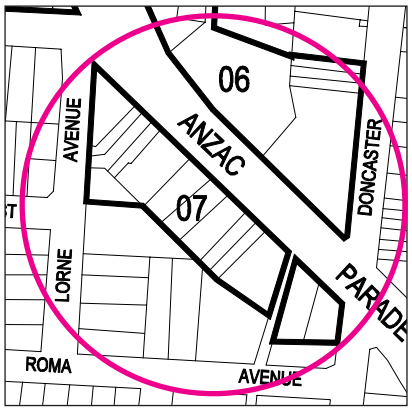
Doncaster Avenue to Lorne Avenue

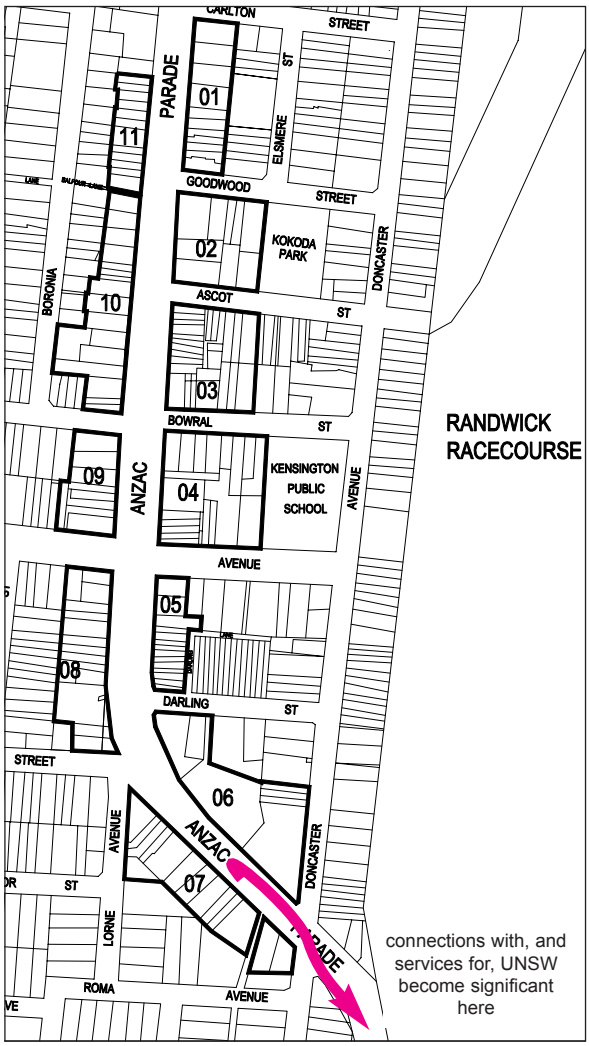
Block 7 includes the Town Centre Heritage Item (Masonic Temple), a number of number of older style two storey residential flat buildings and the 'Lorne Ave Site'.

The maximum Building Height for the corner of Doncaster Ave and Anzac Parade is shown as 3 storeys setting back to 5 to provide a similar scale to the Doncaster Hotel (identified Item of Heritage) opposite.

The maximum Building Height for the Masonic Temple is 2 storeys.

New development between the Masonic Temple and the Lorne Ave site (Defined Parcel B) should be strictly commercial/ residential unless a retail feasibility study demonstrates otherwise.

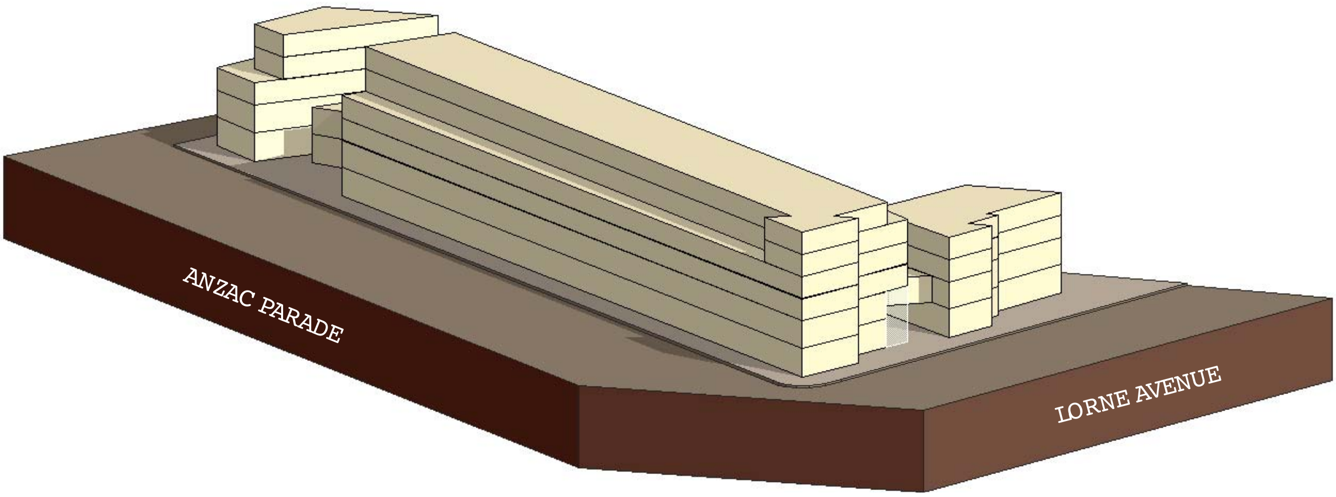


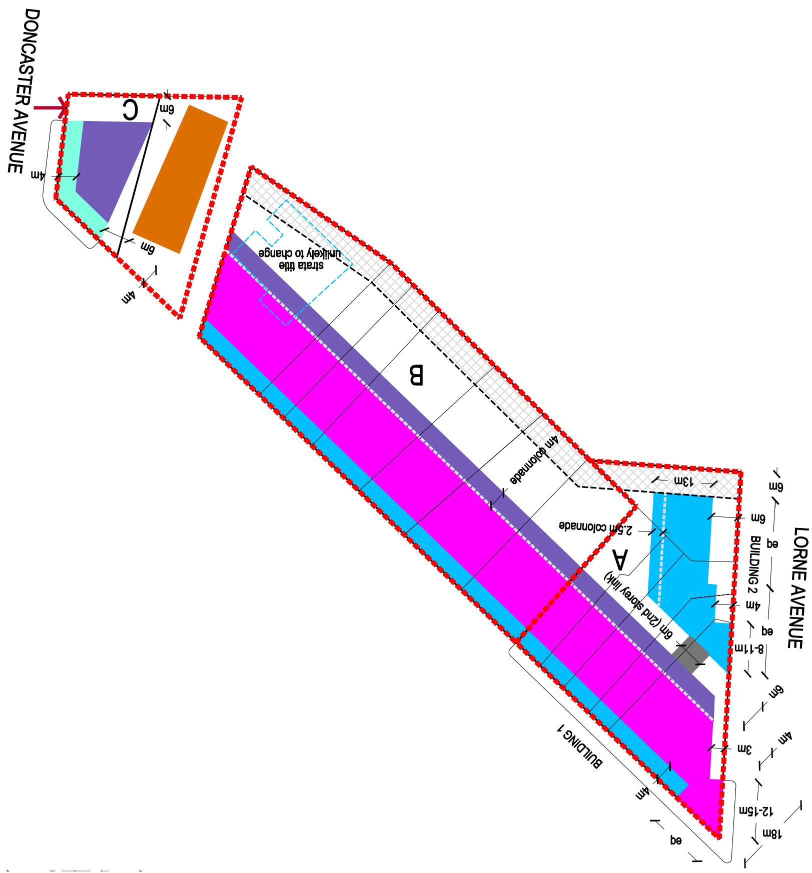


4.3 Block by Block Controls

4.3 Block 07

Doncaster Avenue to Lorne Avenue
Building Envelope Viewed from Lorne Ave/Anzac Corner

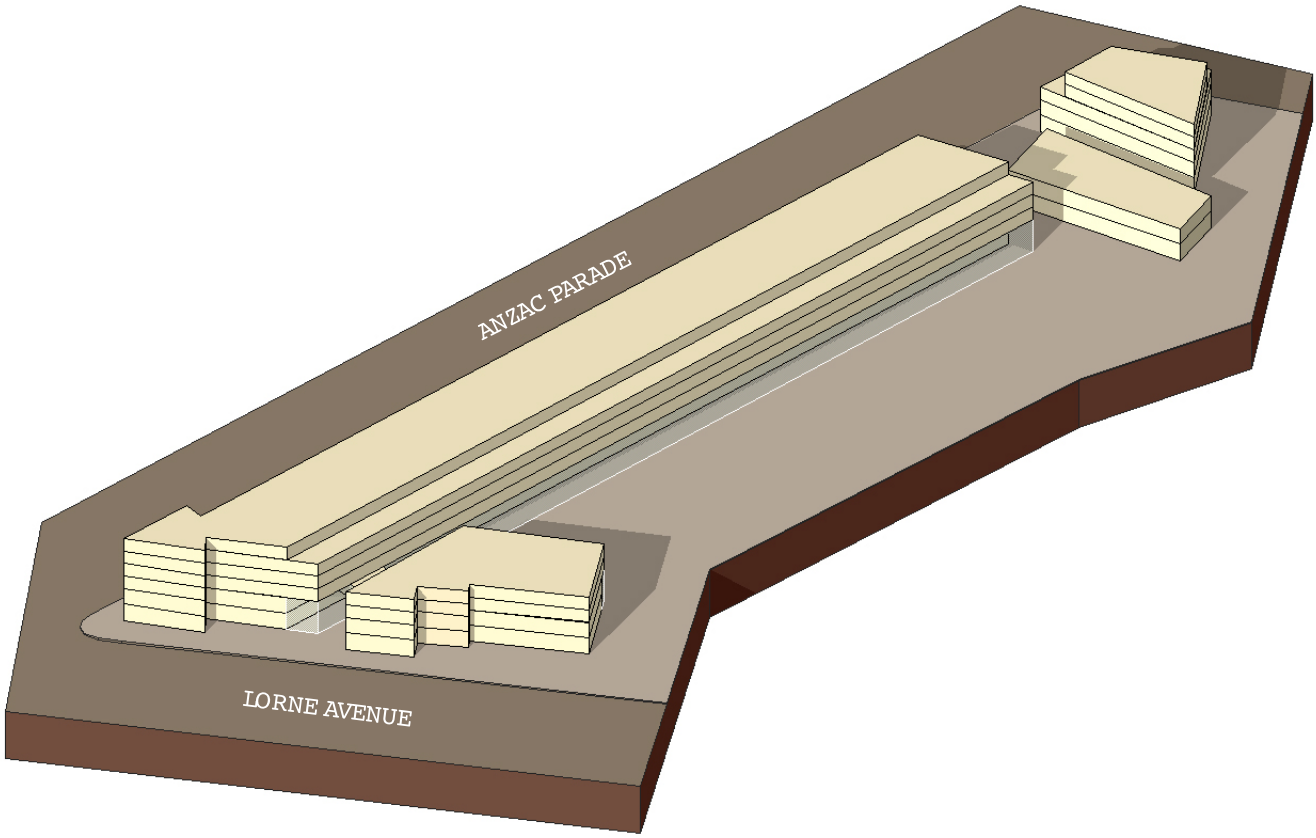




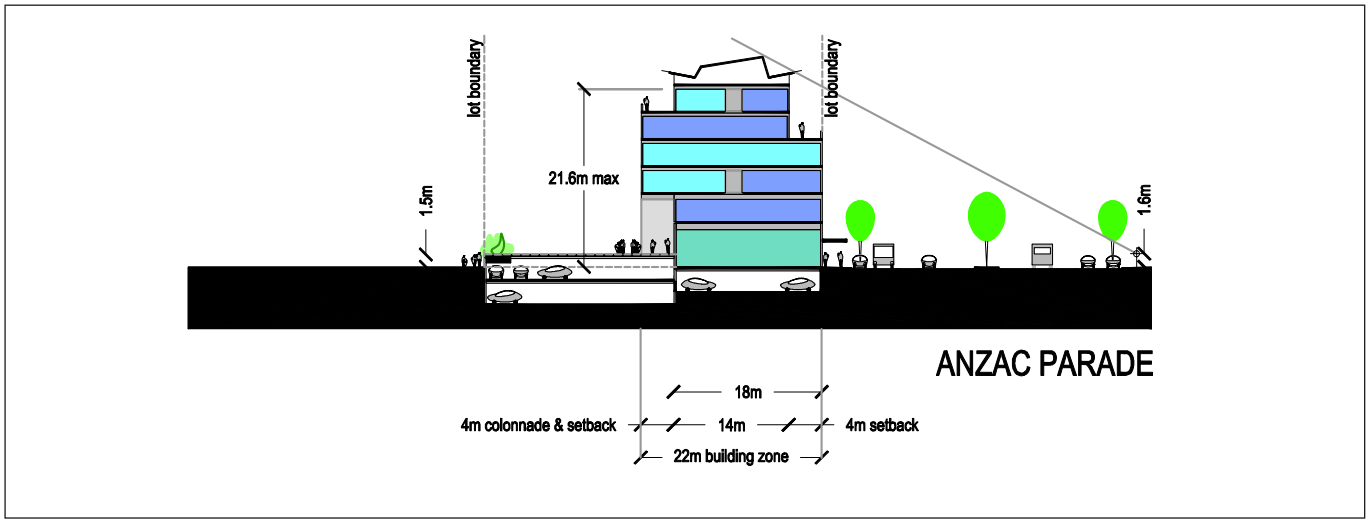
4.3 Block by Block Controls

4.3 Block 07

Doncaster Avenue to Lorne Avenue
Building Envelope showing Lorne Ave Site from Lorne Ave



Doncaster Avenue to Lorne Avenue
Section South West to North East Looking North West



4.3 Block by Block Controls

4.3.7 Block 07

4.3.7 (a) 159-171 Anzac Parade - 'Lorne Avenue site'

Vision for the Lorne Ave Site
A dynamic mixed use development that:

- Activates the street frontage to Anzac Parade;
- Provides an appropriate transition to residential uses along Lorne Avenue;
- Provides a high quality living environment for its residents; and
- Incorporates such uses as commercial office space, community facilities, restaurants, entertainment, retail uses, residential accommodation and university-related uses.

Lorne Ave Site Objectives

- To achieve perimeter buildings orientated towards Anzac Parade and Lorne Avenue, enclosing an internal open space.
- To achieve a distinct built form along Anzac Parade, recognising the importance of this curve to the streetscape of the Town Centre.
- To achieve a distinct built form on the corner of Anzac Parade and Lorne Avenue, marking the termination of a key vista south along Anzac Parade.
- To achieve a design transition from commercial and retail uses towards the corner of Lorne Avenue and Anzac Parade to purely residential uses in Lorne Avenue.

Lorne Ave Site Building Height

i. The maximum height of any building on site is 6 storeys (21.6 metres to the underside of the ceiling of the topmost storey).

ii. The maximum height of 6 storeys applies only to Building One. Setbacks apply.

iii. Building Two must not exceed 4 storeys (13.8 metres to the underside of the ceiling of the topmost storey). Setbacks apply.

4.3 Block by Block Controls

4.3.7 Block 07

4.3.7 (a) 'Lorne Avenue site' Performance Criteria (cont'd)

Lorne Ave Site Building Envelope

i. The built form and building articulation should comply with the Block by Block Plan.

ii. The preferred built form for the site incorporates two separate perimeter buildings orientated to the street, with one aligned to Anzac Parade and another, smaller scaled building aligned to Lorne Avenue.

iii. The central portion of the block will comprise a well defined intimate and useable open space.

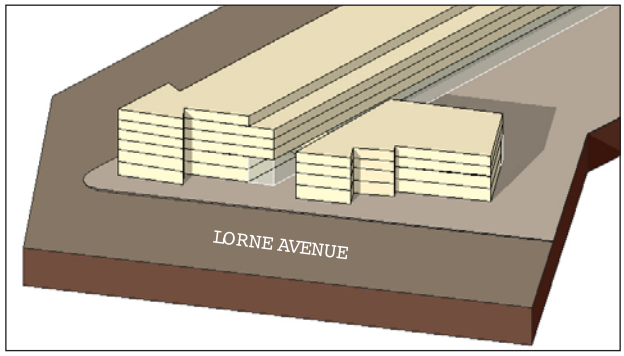
iv. Above-ground linkages between the buildings are discouraged. Any proposed above-ground linkages must demonstrate:

- The use of largely transparent materials;
- That habitable rooms and internal open spaces would retain adequate sunlight access, privacy and amenity;
- That level changes between the two Buildings are designed to achieve equity of access; and
- That they do not add bulk to the building design.

v. The built form and roof elements of the corner between Anzac Parade and Lorne Avenue should utilise a strong vertical emphasis to reflect and reinforce the curve of Anzac Parade.

vii. At roof level, the corner element to Anzac Parade/Lorne Avenue (Building One) may extend at least 4 to 6 metres in height above the ceiling of the topmost storey, in order to contribute to the vertical emphasis of the corner built form.

viii. The design of the northern corner of the building fronting Lorne Avenue (Building Two) should be consistent in design with Building One, scaled proportionately to the relative height and bulk of the two buildings.



4.3 Block by Block Controls

4.3.7 (a) 'Lorne Avenue Site' Performance Criteria (cont'd)

Lorne Ave Site Visual Privacy
In order to ensure visual privacy between Buildings One and Two:

i. Stagger or offset windows and/or balconies

ii. Provide external privacy screens to windows and/or balconies.

iii. Demonstrate that any fixed screens do not diminish sunlight and natural ventilation to habitable rooms.

Lorne Ave Site Open Space

i. Provide a minimum of 550 sq metres of open space, appropriately dimensioned and sited to achieve sunlight access and amenity for residents.

ii. The majority of the open space must be open to the sky.

Lorne Ave Site Car Parking

i. Provide all car-parking facilities below ground or semi-basement, to optimise site amenity and open space.

ii. Provide access to the below ground parking from Lorne Avenue, to avoid a break in the built form along Anzac Parade.

Lorne Ave Site Usage

i. Ground and Storey 2 Building One: Retail/Commercial

ii. Ground Floor Building Two: Commercial uses for no more than half the Lorne Avenue façade, measured from the northern corner.

Lorne Ave Site Floor to Ceiling Heights

i. Minimum floor to ceiling heights should comply with the 'Floor to Ceiling Heights'.

ii. For Building Two, the minimum floor to ceiling height for the Ground Floor (Storey 1) is 2.7 metres. The minimum floor to floor height for this floor is 3.5 metres.

4.3 Block by Block Controls

4.3.7 (a) 'Lorne Avenue site' Performance Criteria (cont'd)

Lorne Ave Site Setbacks
To ensure an adequate separation between buildings, opportunities for landscaping, privacy, sunlight access and residential amenity:

i. Align the first 4 storeys of the Anzac Parade façade of Building One with the property line.

ii. Set back the 5th and 6th storeys of the Anzac Parade façade of Building One a minimum of 4 metres from the property line.

iii. Define the Anzac Parade/Lorne Avenue corner element of Building One by reducing this setback to zero for a distance of 12 to 15 metres from the corner in both directions (i.e. to both the Anzac Parade and Lorne Avenue facades). Ensure that the preferred length is symmetrical to both facades and demonstrate that it reinforces the corner by providing vertical emphasis.

iv. Provide a minimum 3 metre setback for the balance of the Lorne Avenue façade of Building One. The length of this set back façade should be equal to the length of the zero setback element. Balconies may project up to 2.5 metres into this setback providing they achieve a level of physical transparency which clearly defines the corner.

v. Provide a minimum 6 metres separation between Buildings One & Two.

vi. Establish a new corner element by aligning the Lorne Avenue facade of Building Two with the property line for 8 to 11 metres from its northern corner. Demonstrate that the preferred length achieves façade proportions similar to those achieved for the corner element of Building One.

vii. From this point south, provide a minimum 4 metre setback for a distance of no more than half the Lorne Avenue façade, measured from the northern corner. Balconies may project up to 2.5 metres into this setback providing they achieve a level of physical transparency which clearly defines the corner.

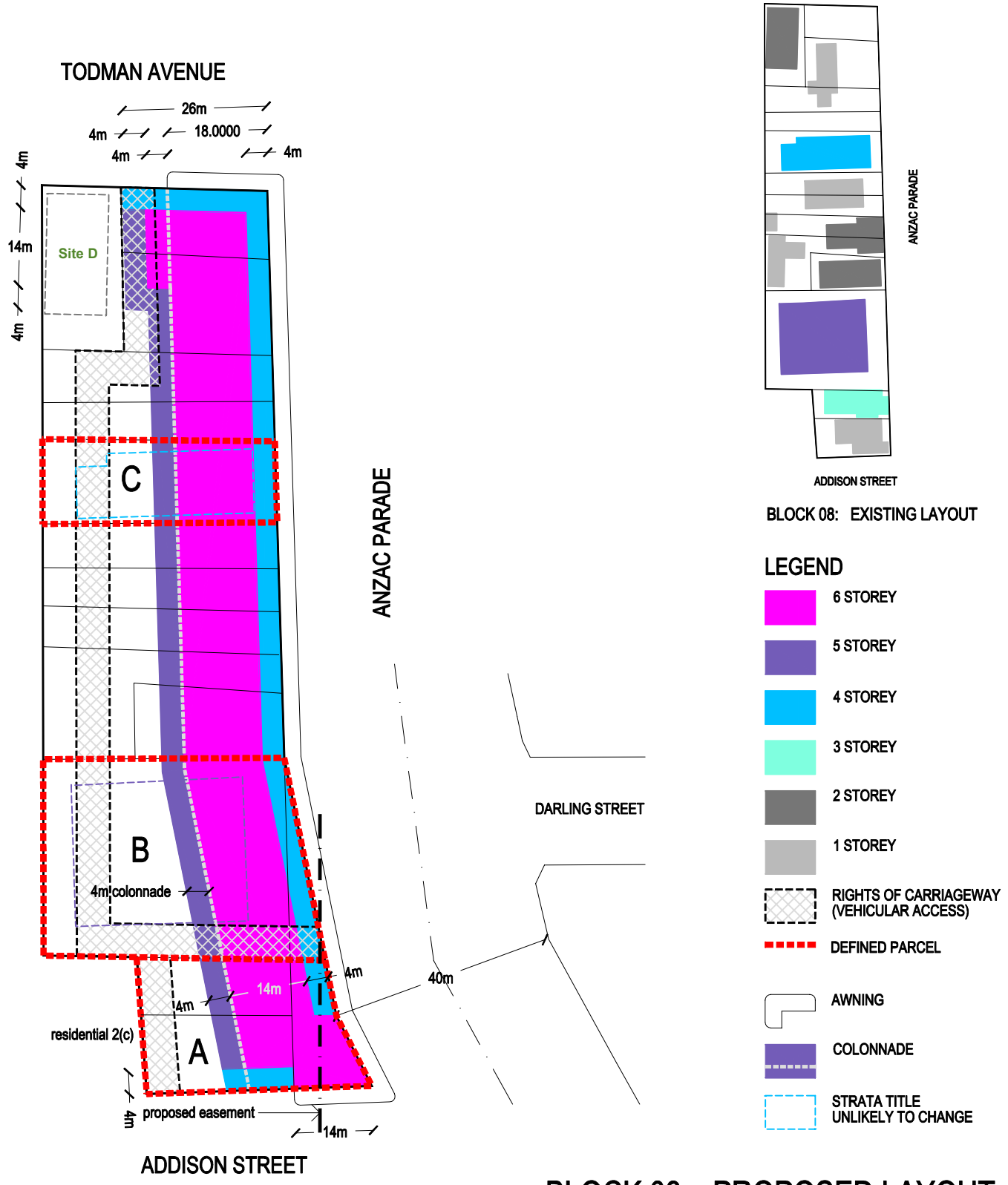
viii. Provide a minimum 6 metre setback for the remainder of the Lorne Avenue façade of Building Two. Balconies may project up to 2 metres into this setback to enhance articulation, and as an appropriate transition to existing residential setbacks in Lorne Avenue.

ix. Provide a minimum 6 metre setback to adjacent property boundaries.

4.3 Block by Block Controls

4.3.8 Block 08

Addison Street to Todman Avenue



BLOCK 08: PROPOSED LAYOUT

not to scale

4.3 Block by Block Controls

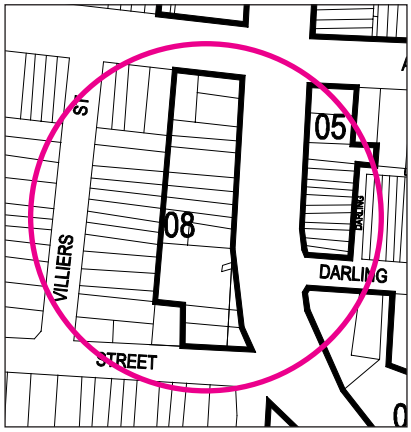
4.3.8 Block 08

Addison Street to Todman Avenue

The current built form at the corner of Anzac Parade and Addison Street is inconsistent with the overall objective for the Town Centre of a continuous built form at the street edge. This corner currently features a very small Council owned carpark at the street edge.

The Kensington streetscape would benefit from realignment of the footpath to achieve a continuous built form as Anzac Parade sweeps around the corner.

Such a re-alignment would also achieve an effective privacy barrier for residential dwellings on the Addison Street/Lorne Avenue corner.



Council may consider the sale of land currently in the public domain in order to achieve this streetscape benefit. These controls are based on the built form which could be achieved should such a sale (including suitable off-set arrangements for the existing on-street carparking) be concluded. The sale would also need to address access to existing infrastructure services located within the road reserve (the sewer, a Sydney water main, AGL gas line and a Telecom line).

Whilst an easement is preferred, and generally not considered problematic given the type of services involved, public authorities may require that services be relocated along the new footpath.

Should site amalgamation result in Defined Parcel A, this Parcel may be developed despite being slightly smaller in size than the 900sq metre minimum for corner sites.

Defined Parcel B represents the Addison on Anzac, a 5 storey motel with more floor space than is envisaged under this Plan. This complex currently dominates the streetscape, with highly visible features inconsistent with this Plan's Design Controls (e.g. lift overruns and other structures visible on the roof). Defined Parcel C represents a large strata title residential flat building. In order to achieve a better built form than currently exists in these Parcels, Council may consider development proposals incorporating portions of the existing buildings, subject to suitable design resolution of that incorporation.

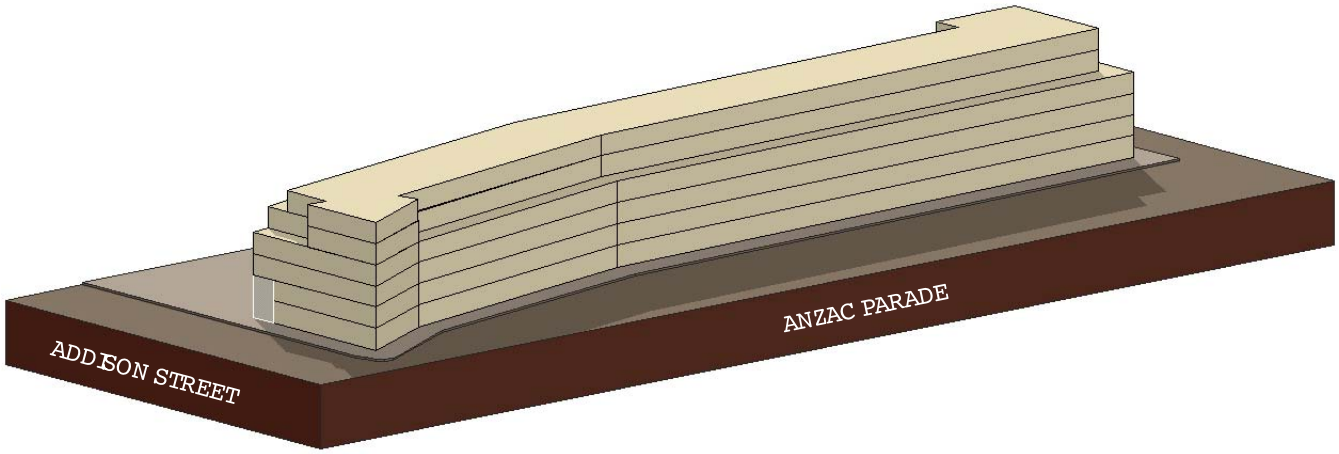
The 26 metre Building Zone at the Todman/Anzac Parade corner only applies if the site on the western boundary (Site D) is amalgamated into the development. Otherwise a 22 metre Building Zone applies, with the usual upper level setbacks.

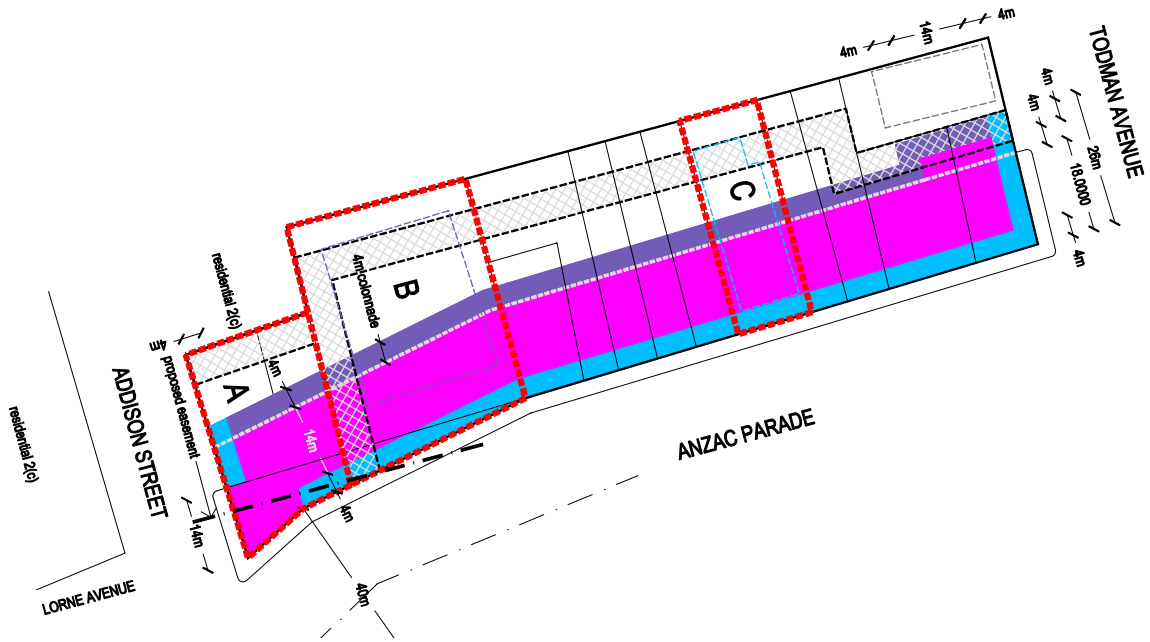
Block 08 has been identified as a suitable location for a specialist concept retailer, subject to suitable site amalgamation. *(See Page 26)*

4.3 Block by Block Controls

4.3.8 Block 08

Addison Street to Todman Avenue
Building Envelope Viewed from Anzac Parade

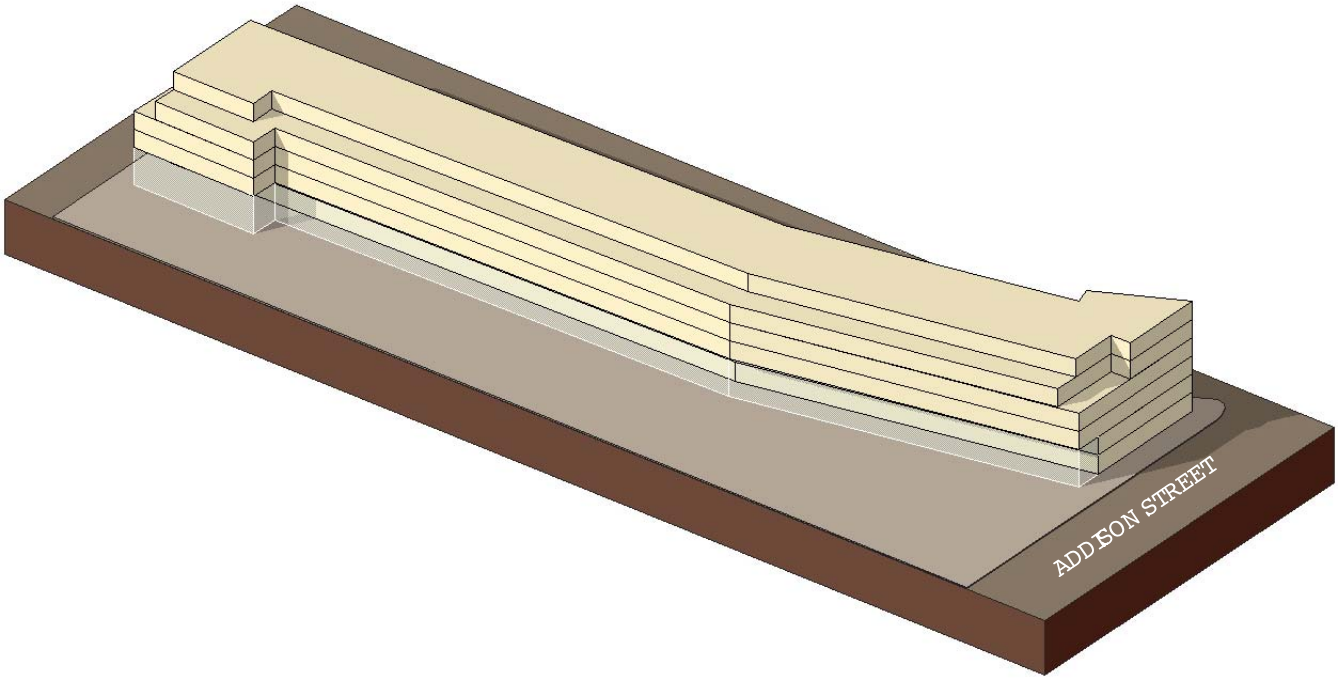




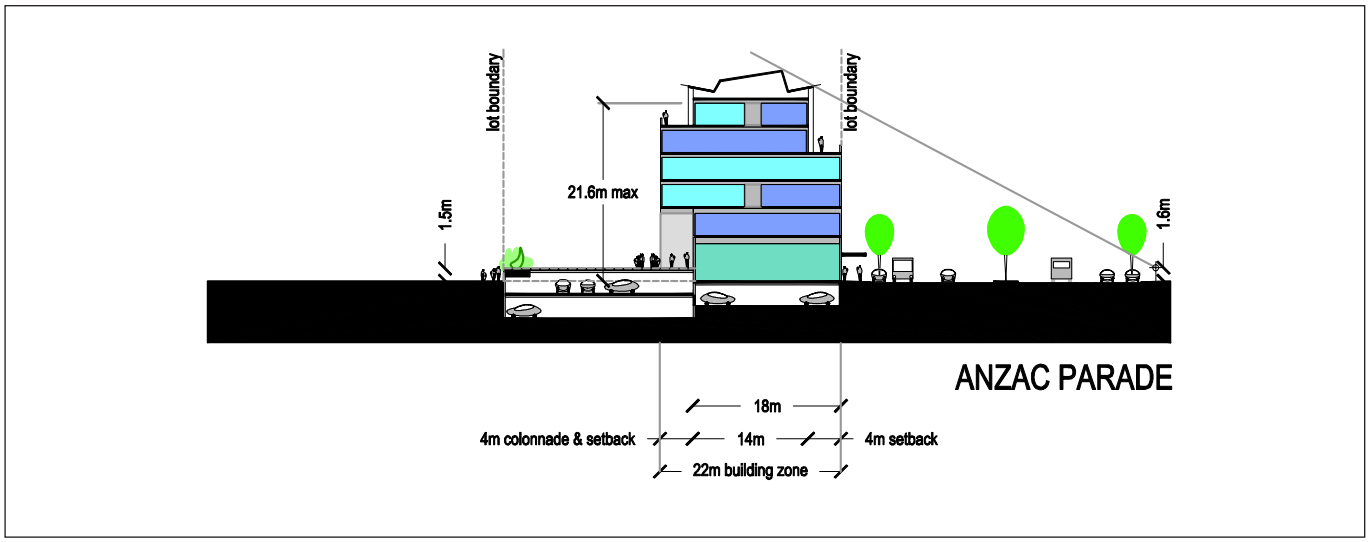
4.3 Block by Block Controls

4.3.8 Block 08

Addison Street to Todman Avenue
Building Envelope Viewed from Rear



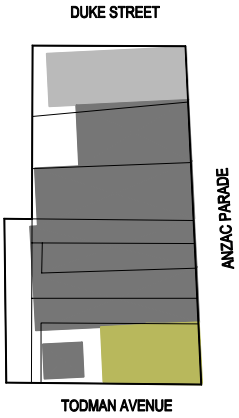
Addison Street to Todman Avenue
Section West to East Looking North



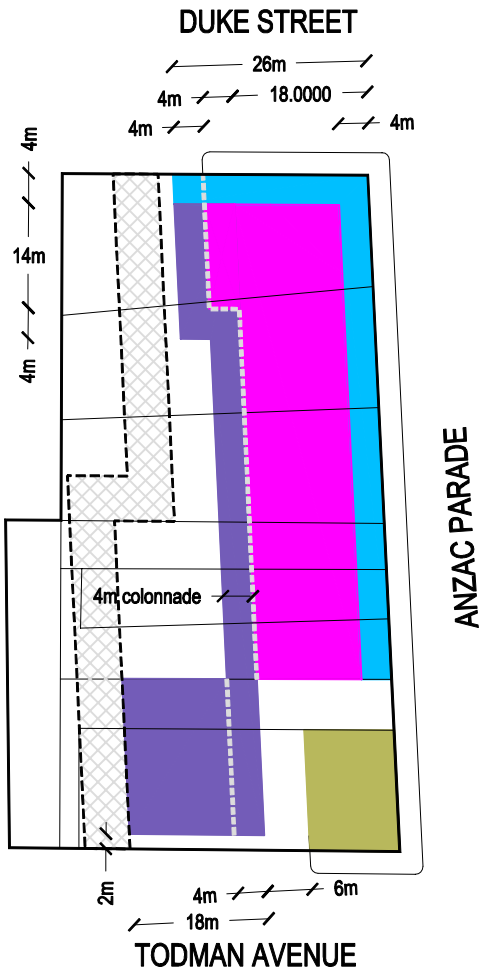
4.3 Block by Block Controls

4.3.9 Block 09

Todman Avenue to Duke Street



BLOCK 09: EXISTING LAYOUT



LEGEND

- 6 STOREY
- 5 STOREY
- 4 STOREY
- 3 STOREY
- 2 STOREY
- 1 STOREY
- 2 STOREY CONTRIBUTORY BUILDING
- RIGHTS OF CARRIAGEWAY (VEHICULAR ACCESS)
- AWNING
- COLONNADE

BLOCK 09: PROPOSED LAYOUT

not to scale

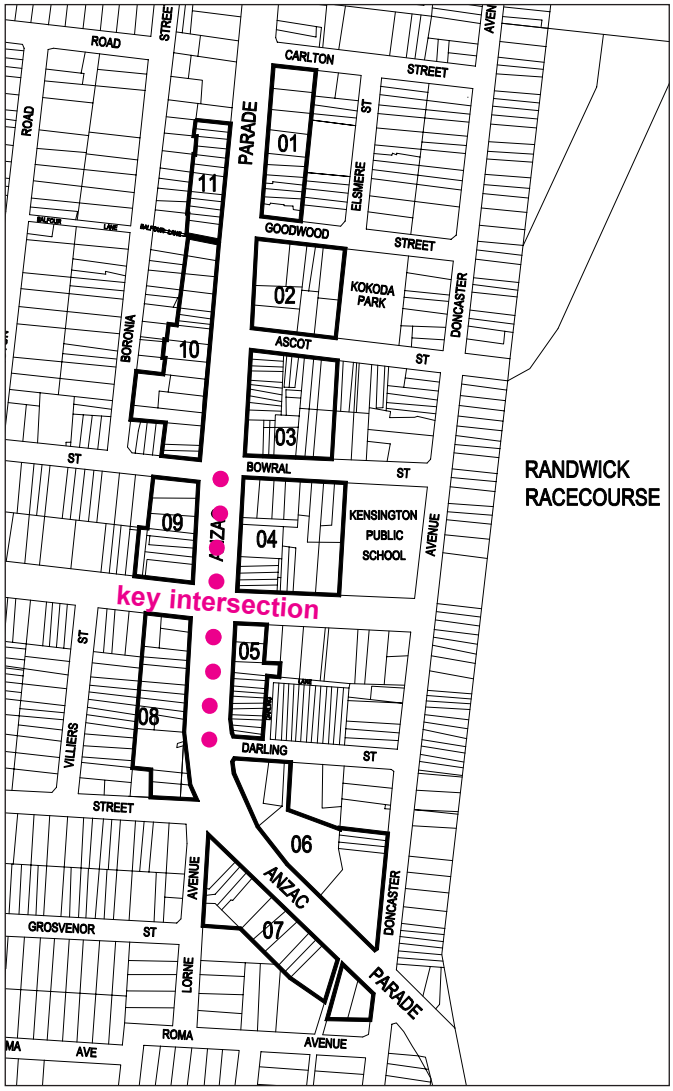
4.3 Block by Block Controls

4.3.9 Block 09

Todman Avenue to Duke Street

As a Block within the core retail precinct, located on a convenient corner, Block 9 is one of the Blocks identified as suitable for a neighbourhood supermarket shopping centre, should site amalgamation result in an allotment with a minimum area of 3000 sq metres.

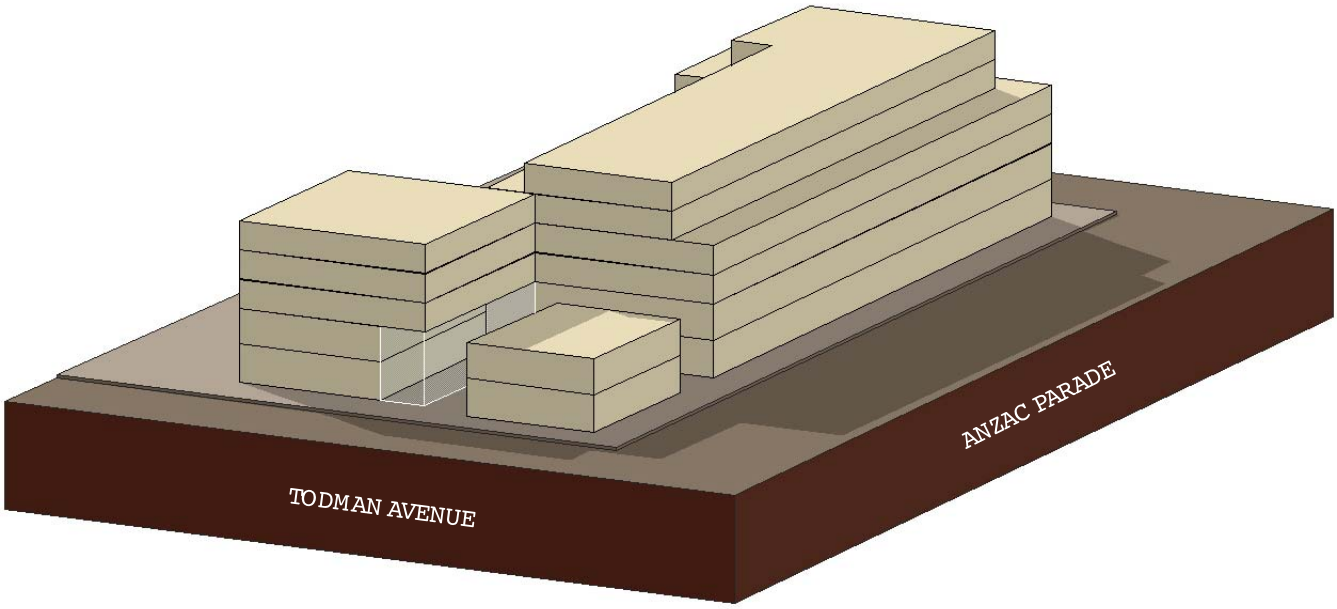
A Contributory Building on the Anzac Parade/Todman Avenue corner creates the opportunity for Mews Style development at the rear, connected to Todman Avenue and Anzac Parade by a pedestrian and visual through-link which is to remain permanently open to public access.

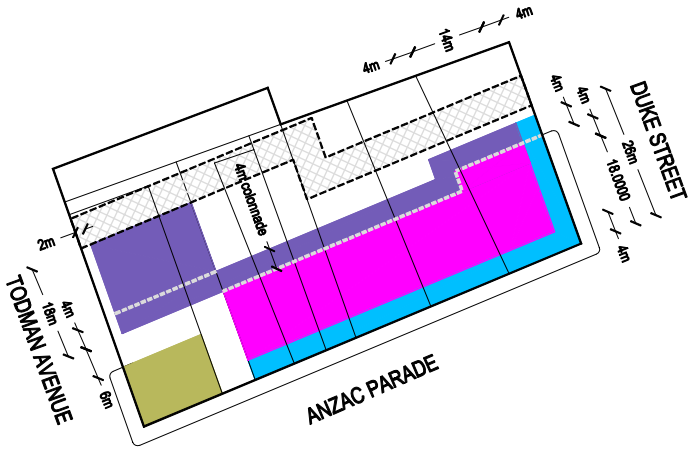


4.3 Block by Block Controls

4.3.9 Block 09

Todman Avenue to Duke Street
Building Envelope Viewed from Todman Ave/Anzac Corner

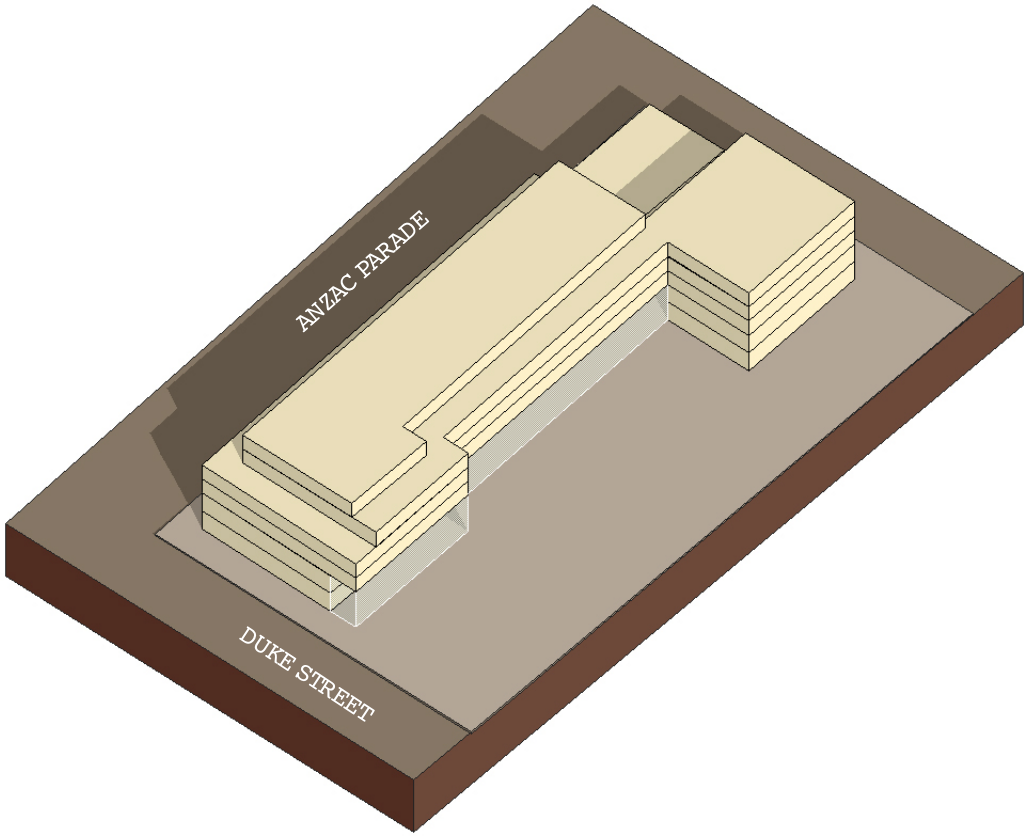




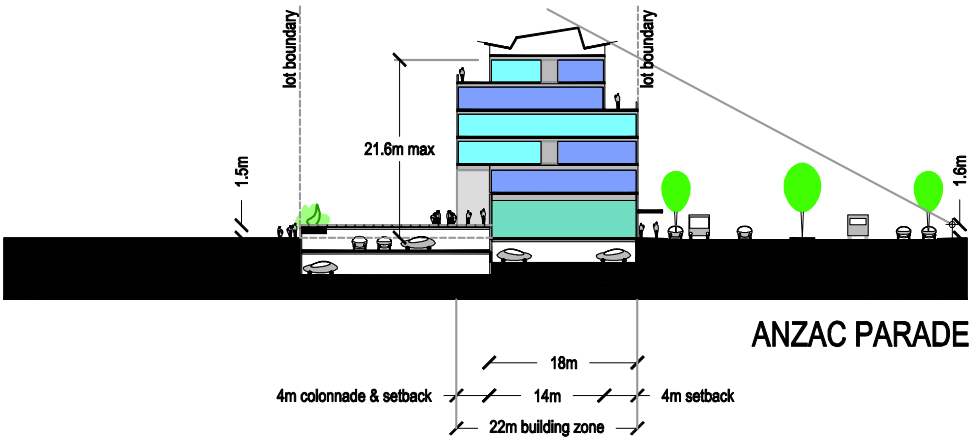
4.3 Block by Block Controls

4.3.9 Block 09

Todman Avenue to Duke Street
Building Envelope Viewed from Rear



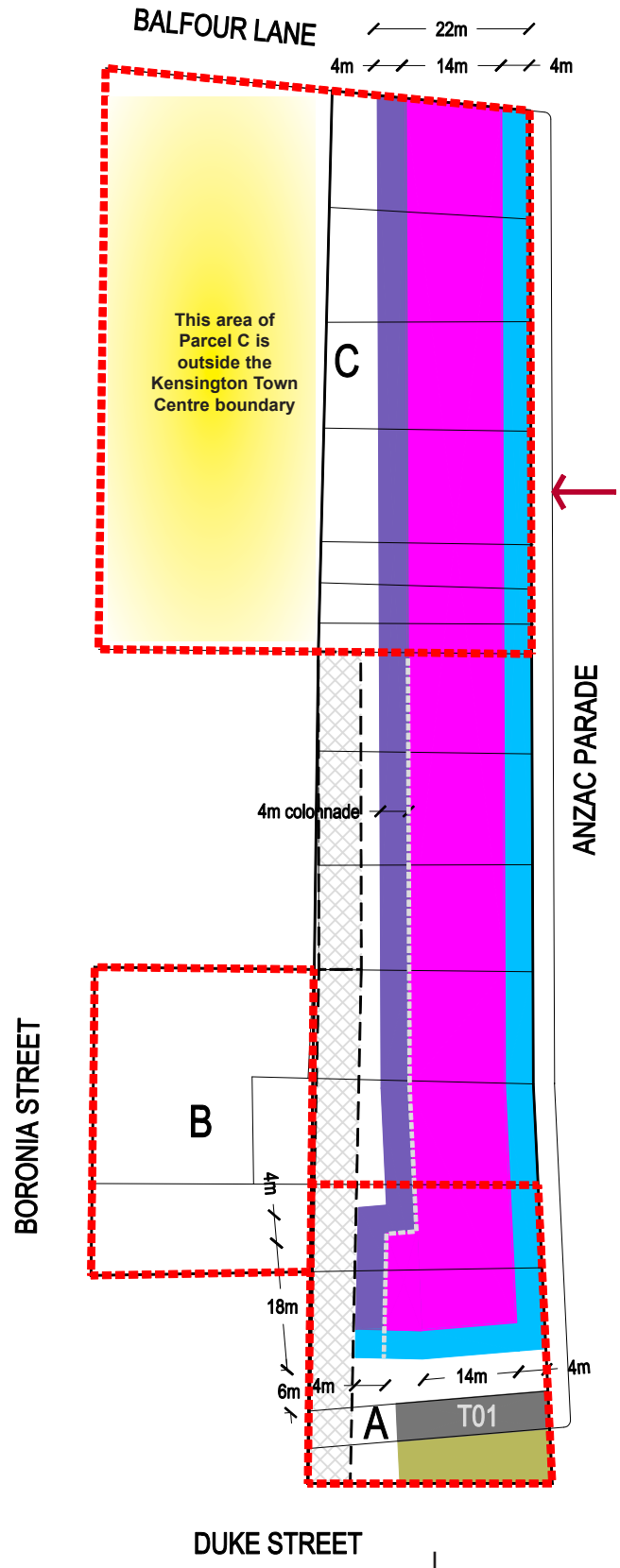
Todman Avenue to Duke Street
Section West to East Looking North



4.3 Block by Block Controls

4.3.10 Block 10

Duke Street to Balfour Lane



BLOCK 10: EXISTING LAYOUT

LEGEND

- 6 STOREY
- 5 STOREY
- 4 STOREY
- 3 STOREY
- 2 STOREY
- 1 STOREY
- 2 STOREY CONTRIBUTORY BUILDING
- RIGHTS OF CARRIAGEWAY (VEHICULAR ACCESS)
- VEHICULAR ACCESS
- DEFINED PARCEL
- AWNING
- COLONNADE

BLOCK 10: PROPOSED LAYOUT

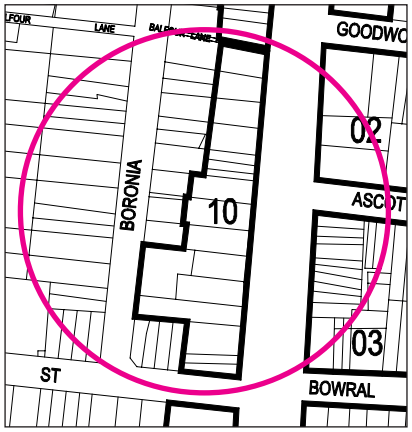
not to scale

4.3 Block by Block Controls

4.3.10 Block 10

Duke Street to Balfour Lane

This Block has been identified as a suitable location for a neighbourhood supermarket shopping centre or a specialist concept retailer, subject to suitable site amalgamation. An alternative Building Zone Layout for a neighbourhood supermarket shopping centre is included in this Plan on page 76. (note that the maximum height for T02 fronting Boronia Street is 13.8 metres)



Defined Parcel A represents the minimum site area for development at this corner. It includes a Contributory Building on the Anzac Parade/Duke Street corner, creating the opportunity for pedestrian and visual connections between Duke Street and Anzac Parade.

New 2 storey development (T01) abutting this Contributory Building should be contemporary but sympathetic, and should 'complete' the overall form of the building, creating an architectural 'whole' but clearly showing new work, in accordance with the principles of the Burra Charter.

Defined Parcel B represents a site currently used as private carparking. Unless this Parcel is incorporated into a neighbourhood supermarket shopping centre or a specialist concept retailer, residential 2C controls will continue to apply provided that the existing amount of commercial parking is replaced as part of any redevelopment, and a 7 metre wide pedestrian connection (permanently open to the public) is created between Boronia Street and Anzac Parade to improve the permeability of this long block.

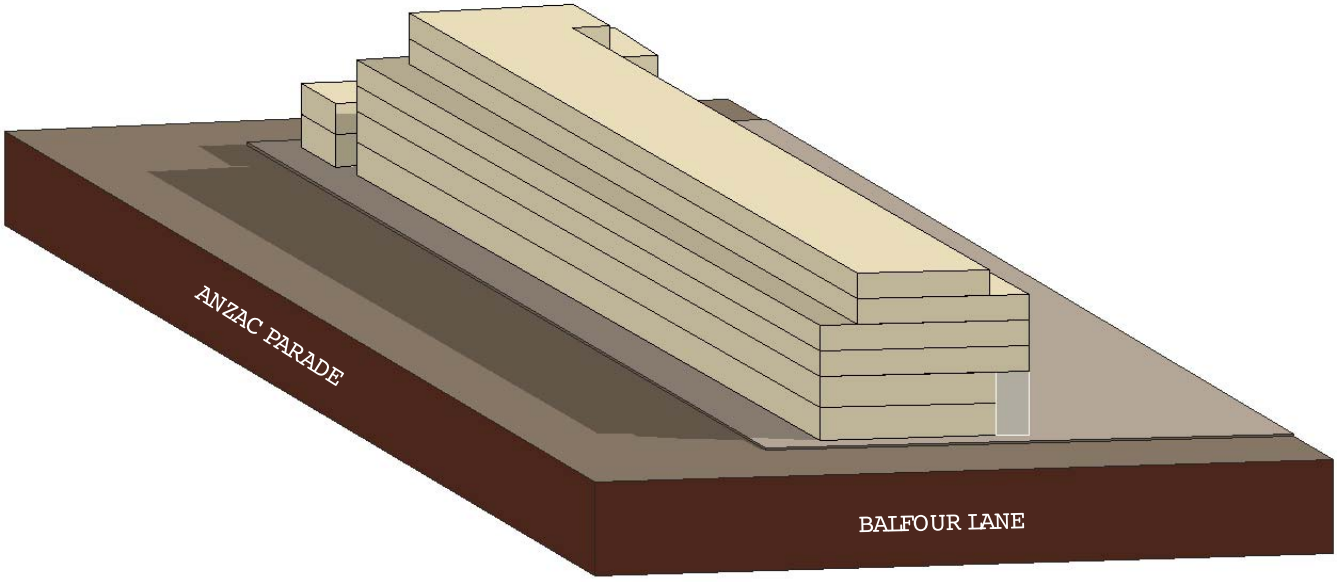
Defined Parcel C represents Peters of Kensington, which is the subject of an existing Development Approval. In the event that this approved Development does not occur, and a new application is submitted for the same use under the controls of this Plan:

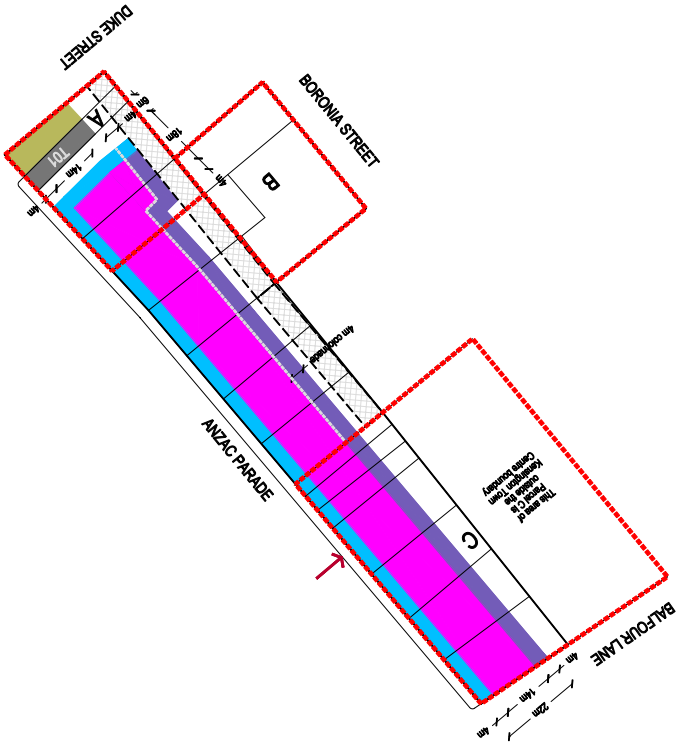
i. Retail uses may be provided at Ground, Storey 1 and Storey 2;
ii. The Envelope may extend to the rear (western boundary) wherever the topography means it is effectively below ground level;
iii. The Balfour Lane facade must present an active edge to the Lane, at a human scale; and
iv. Anzac Parade entry to parking must be well integrated into the street, with inviting, active edges.

4.3 Block by Block Controls

4.3.10 Block 10

Duke Street to Balfour Lane
Building Envelope Viewed from Balfour Lane/Anzac Corner

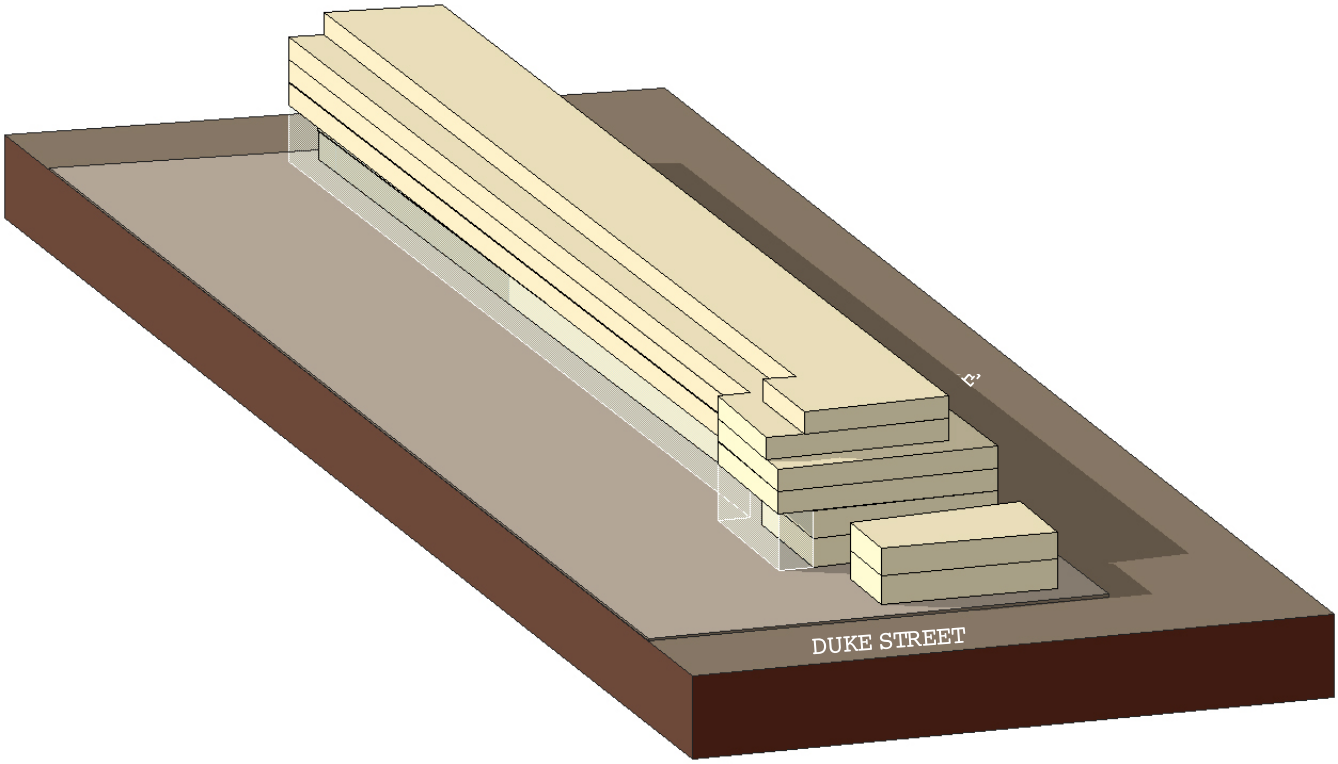




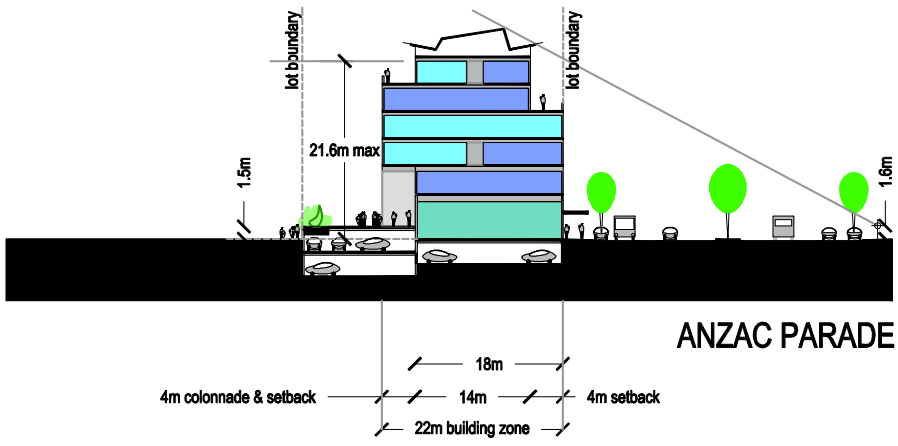
4.3 Block by Block Controls

4.3.10 Block 10

Duke Street to Balfour Lane
Building Envelope Viewed from Balfour Lane/Anzac Corner



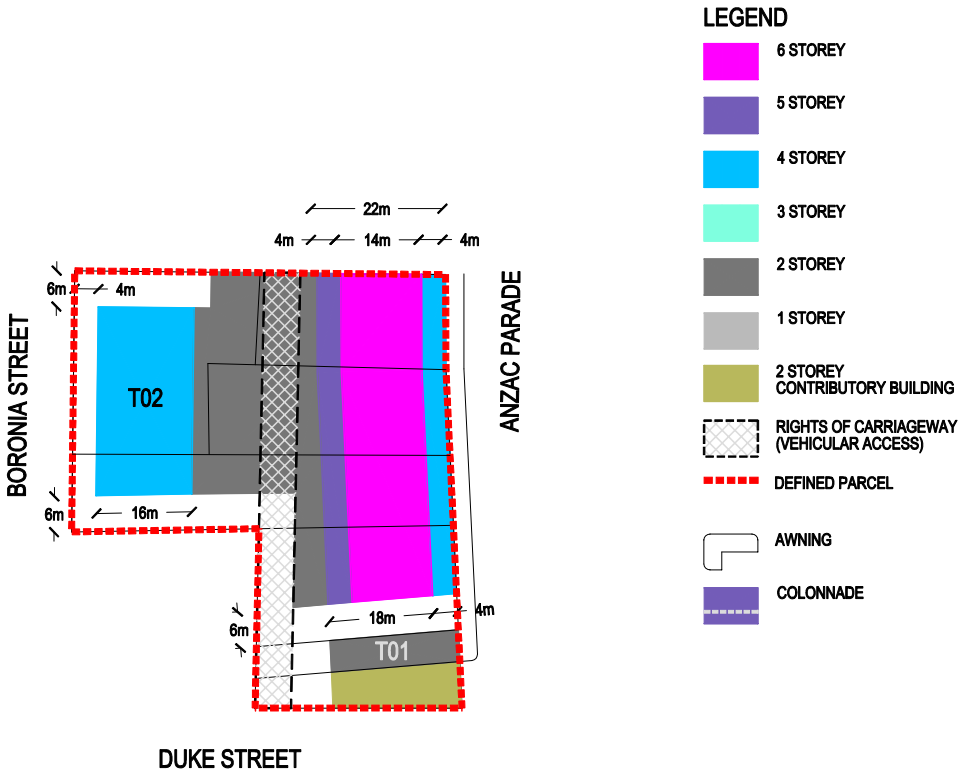
Duke Street to Balfour Lane
Section West to East Looking North



4.3 Block by Block Controls

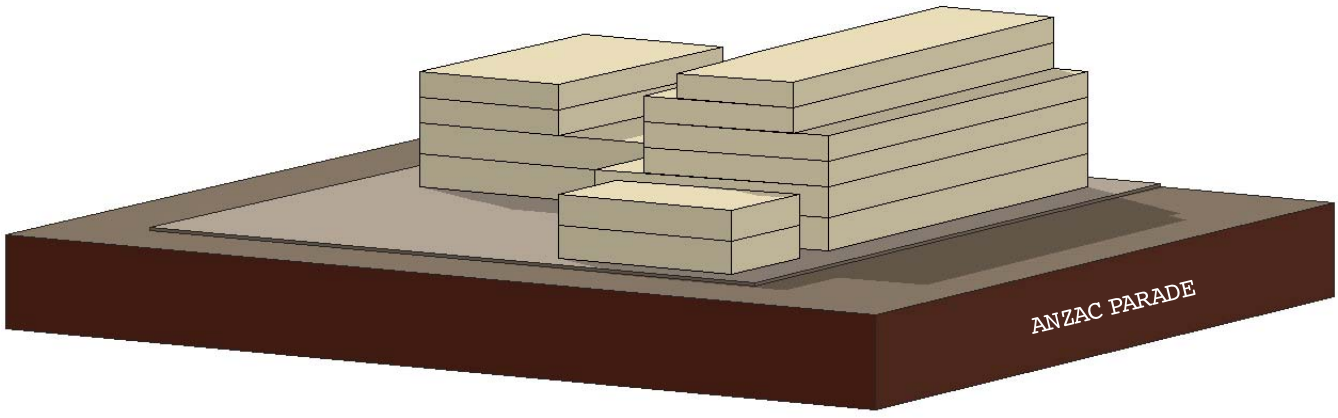
4.3.10 Block 10

Duke Street to Balfour Lane
Alternative Layout:Neighbourhood Supermarket Shopping Centre



BLOCK 10 (a): PROPOSED LAYOUT - SUPERMARKET CENTRE
not to scale

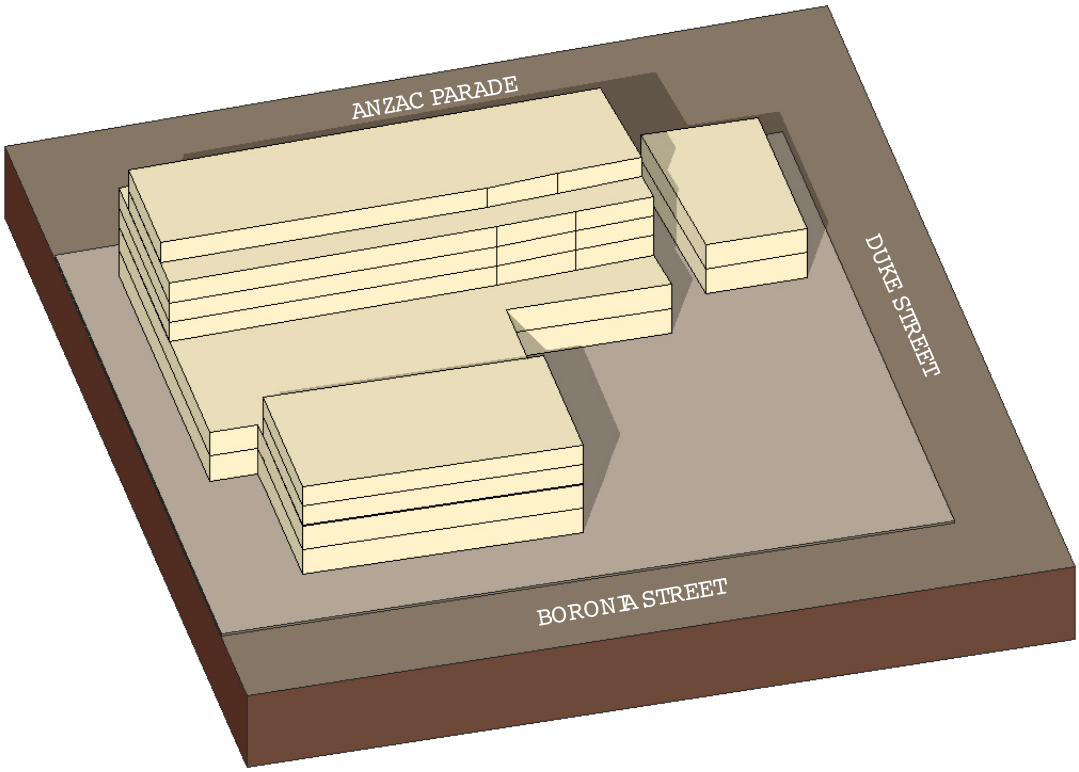
Duke Street to Balfour Lane
Neighbourhood Supermarket Shopping Centre Alternative Building Envelope Viewed from Duke Street



4.3 Block by Block Controls

4.3.10 Block 10

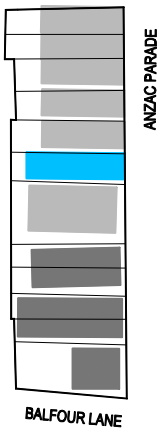
Duke Street to Balfour Lane
Neighbourhood Supermarket Shopping Centre Alternative Building Envelope Viewed from Boronia Street



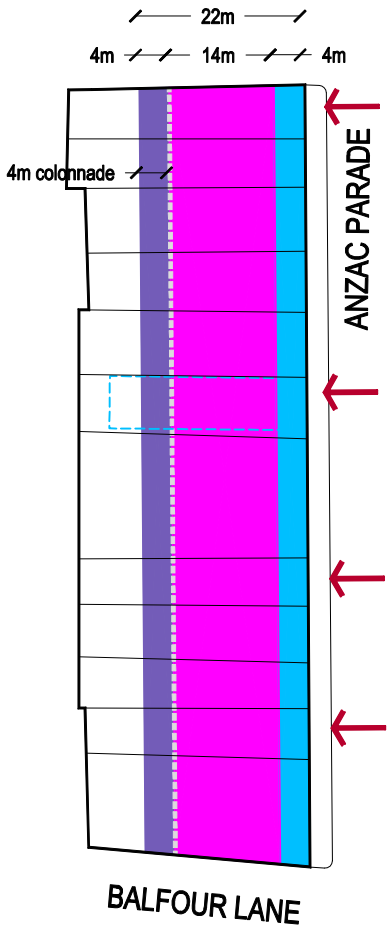
4.3 Block by Block Controls

4.3.11 Block 11

Balfour Lane north to Town Centre boundary



BLOCK 11: EXISTING LAYOUT



BLOCK 11: PROPOSED LAYOUT

not to scale

4.3 Block by Block Controls

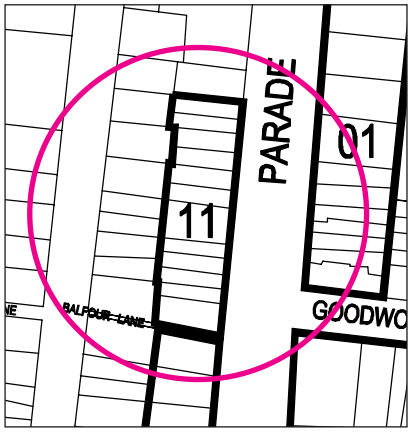
4.3.11 Block 11

Balfour Lane north to Town Centre boundary

This Block currently has no opportunity for new access via a Rights of Carriageway. It currently features 7 driveways crossing the Anzac Parade footpath.

New development will reduce these crossings from 7 to a maximum of 4. New driveway crossings will be 2-way, an improvement on the current situation which sees vehicles reversing out from driveways into Anzac Parade.

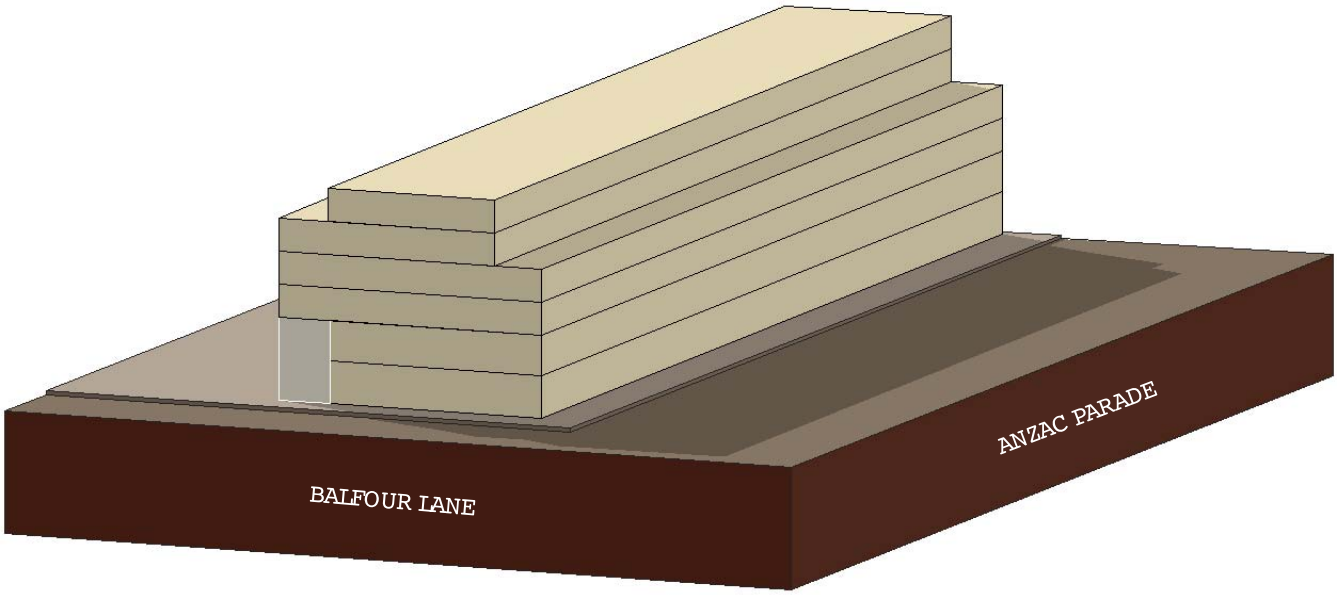
This Block includes a strata-titled residential flat building unlikely to change.

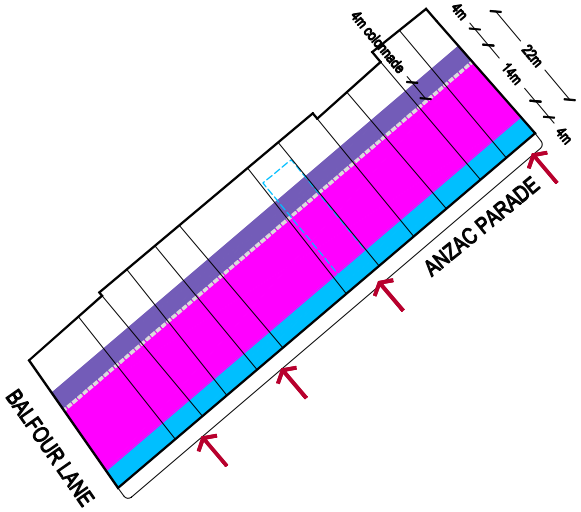


4.3 Block by Block Controls

4.3.11 Block 11

Balfour Lane north to Town Centre boundary
Building Envelope Viewed from Anzac Parade

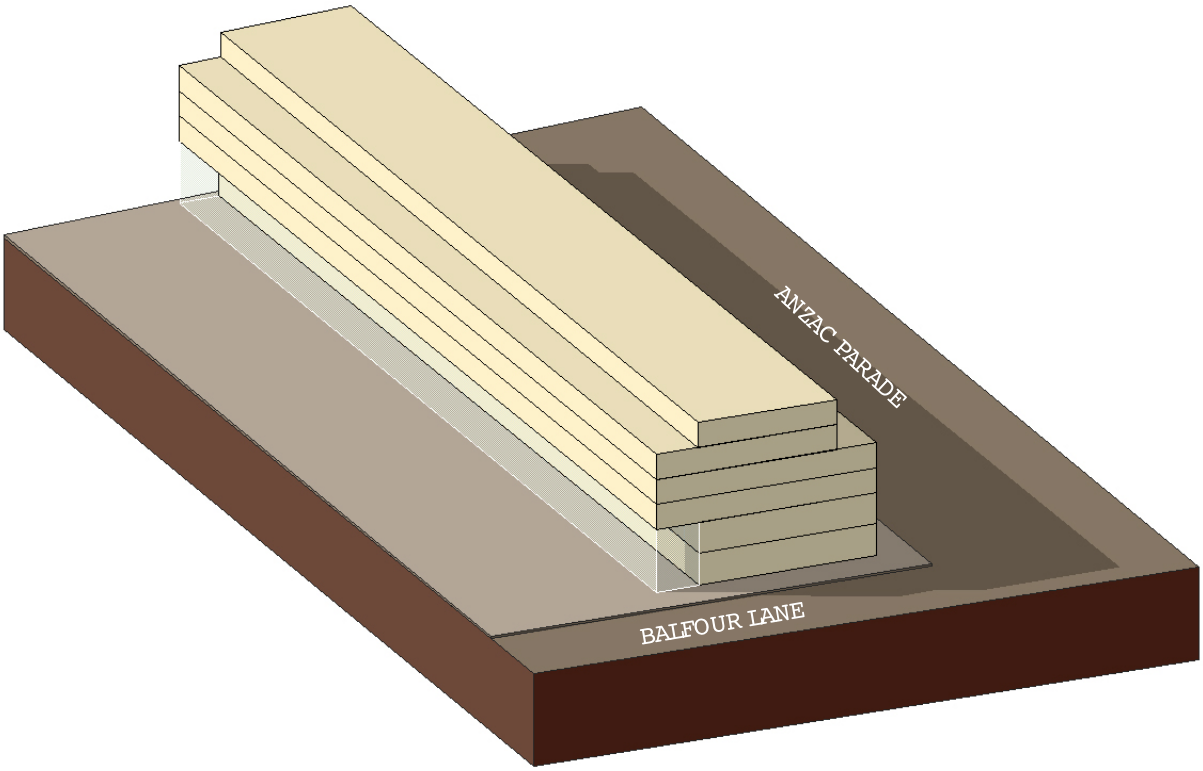




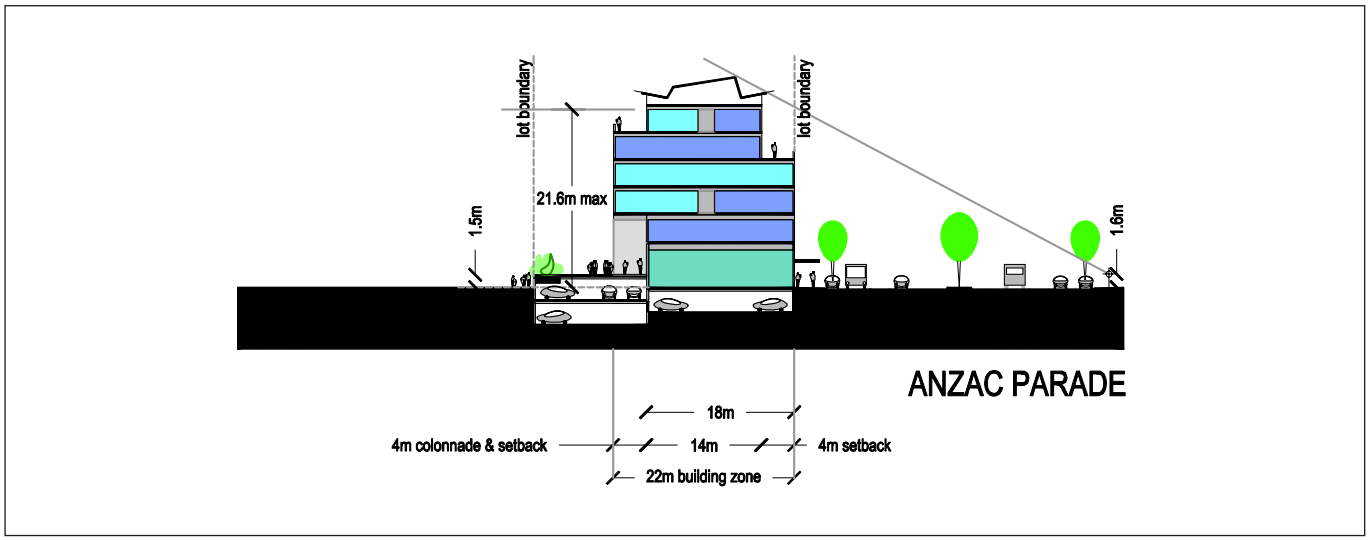
4.3 Block by Block Controls

4.3.11 Block 11

Balfour Lane north to Town Centre boundary
Building Envelope Viewed from Rear



Balfour Lane north to Town Centre boundary
Section West to East Looking North



4.4 Accessibility

Self care, Mobility and Communication
According to the Australian Bureau of Statistics, in 1998, 3.6 million people in Australia had a disability (19% of the total population). Of those with a disability, 87% (3.2 million) experienced specific restrictions in core activities, schooling or employment.

Self care, mobility and communication are fundamentally important activities underlying all aspects of everyday life. Most people with a disability (78%, or 15% of the total population) were restricted in one or more of these core activities.

As the overall population ages, more and more of us will experience restrictions in our daily lives. New development must be designed for people with disabilities.

Objectives
To ensure that all residents and visitors, including wheelchair users and those with a disability, are able to easily reach and enter all publicly accessible parts of a building, including retail stores, buildings, communal areas and apartment lobbies.

Performance Criteria

i. Achieve building/retail/commercial entrances which are flush with the footpath/external ground level or provide a suitably ramped alternative.

ii. Provide appropriate access and facilities as set out in Australian Standard AS 1428 (parts 1 & 2).

iii. Use appropriate gradients and materials, including slip resistant materials, tactile surfaces and contrasting colours.

4.5 Access & Parking

4.5.1 Access for Vehicles - Rights of Carriageway

The Roads and Traffic Authority has advised that new vehicular access to developments fronting Anzac Parade will not be permitted via Anzac Parade. Vehicular access for land within the Town Centre should be via alternate roads such as rear lanes and side streets.

The narrow width of lots, the lack of rear lanes, and current land ownership patterns makes this quite difficult. As the RTA will not permit new vehicular access to developments fronting Anzac Parade it is necessary to make provision for alternate means of access. Due to the configuration of blocks, and current development patterns, rear lane access and direct access from side streets is only available in limited circumstances. Rather than force the dedication of laneways as public roads as part of redevelopment, this Plan is formulated on the basis of the creation of co-ordinated development within blocks, with access gained from side streets via Rights of Carriageway.

The timing and order of development of land in the Town Centre, particularly land fronting Anzac Parade, will depend on market forces and the ability of land owners to successfully negotiate with adjoining property owners to achieve reciprocal Rights of Carriageway created under Section 88B of the Conveyancing Act 1919. These Rights of Carriageway will allow **below ground** (semi-basement or basement) access across adjoining properties for owners, residents, staff, visitors, customers and service vehicles.

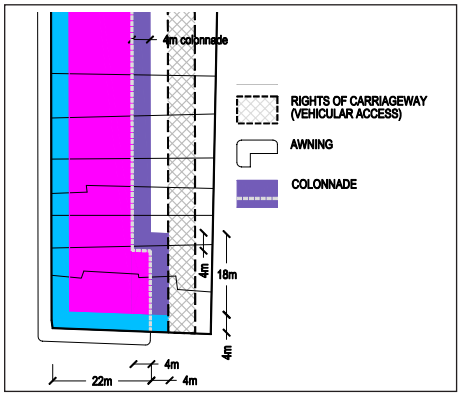
Given requirements for minimum site frontages and areas for redevelopment, the reciprocal Rights of Carriageway should result in interconnected semi-basement and basement car parking (not tunnels). Effectively, those driving along the Rights of Carriageway will experience the common everyday experience of driving through a carpark.

Opportunities exist for individual owners to join together to either sell their land for a single coordinated development or to develop together in a coordinated fashion. For example, a mixed-use retail/residential development could be developed as a Strata Titles or Community Titles scheme with any common access way being part of the Common Property of the scheme, rather than a Right of Carriageway.

Applicants should note that if an individual owner within a development block refuses to grant a Right of Carriageway to benefit adjoining properties then a legal avenue exists under Section 88K of the Conveyancing Act 1919 for an aggrieved land owner to commence proceedings in the Supreme Court to seek an order of that Court granting the right of access across an adjoining property in circumstances where such access is necessary for the reasonable development of such land.

The location of below ground (basement or semi-basement) Rights of Carriageway is indicated on the Block by Block Controls.

Basement and semi-basement carparks in the Town Centre will be interconnected, and those using the Rights of Carriageway are likely to feel they are driving through a single basement or semi-basement carpark.



4.5 Access and Parking

4.5.1 Access for Vehicles - Rights of Carriageway

Objectives

- To achieve vehicular access to land within the Town Centre via driveways from side streets and below ground Rights of Carriageway privately negotiated by adjoining property owners or from co-ordinated access within the development.
- To facilitate traffic management in the Town Centre.
- To minimise the number of vehicle access points and maintain traffic flow.
- To maximise retail frontages and streetscape presentation.
- To maximise pedestrian safety.

Performance Criteria

i. Unless otherwise indicated on the Block by Block Controls, direct vehicular access from Anzac Parade is not permitted.

ii. Provide 6 metre wide two way vehicle access via existing rear lanes, new below ground rear Rights of Carriageway or side streets as indicated on the Block by Block Controls.

iii. Negotiate with adjoining property owners to achieve below ground Rights of Carriageway in the locations indicated on the Block by Block Controls.

iv. Provide driveways and below ground rear Rights of Carriageway which are a minimum of 6 metres in width.

v. Design driveways to basement and semi-basement parking to minimise visual impact on the street and maximise pedestrian safety. Setback any garage doors from the street alignment.

vi. Design driveway ramps and entrances to mitigate against any potential for flooding.

vii. Do not locate access ways to basement or semi-basement driveways adjacent to the doors or windows of habitable rooms.

viii. Submit, as part of the Development Application, evidence of adjoining property owners' agreement to the rear Right of Carriageway.

ix. If agreement cannot be reached, submit evidence that an action under Section 88K of the Conveyancing Act 1919 has commenced in the Supreme Court.

x. Alternatively, submit evidence that rear access forms part of the Common Property of a Strata Titles or Community Titles scheme.

4.5 Access and Parking

4.5.2 On-site parking

New development within the Town Centre will be constrained unless applicants can provide adequate on-site parking, which will relieve existing or potential pressure on residential streets.

Excavation to achieve underground parking is constrained by the Town Centre's high water table. Semi-basement parking, where the carpark roof is slightly above ground, can reduce excavation costs and minimise the impact on the water table.

Semi-basement parking also has the potential to provide a podium for landscaped open space at the rear of new development.

An outlook over a landscaped open space will be more pleasant for residents and neighbours than an outlook over a surface parking area, as well as creating opportunities to achieve appropriate levels of development within the Town Centre.

Special care is appropriate when underground car parking areas are situated on a floodplain. These structures can fill rapidly if floodwater commences flowing down the basement access ramp, with significant risk to life and property. A risk management approach should be adopted that includes a consideration of the full range of possible flooding.

Wherever modelling techniques are used to identify potential flooding impacts, model selection should consider the complexity of existing and future flow patterns. Model extents should have regard to computational stability at the boundary, and the need to identify possible effects on flooding upstream and downstream of the immediate site of the proposal.

Note that the Department of Land and Water Conservation has a statutory involvement where a proposed development intersects a shallow permanent water table and pumping is necessary to lower the water table to permit construction to proceed. DLWC will not endorse continuous extraction of groundwater i.e permanent dewatering around a development site because it does not consider continuous extraction to be environmentally sustainable.

However, DLWC will consider approving temporary dewatering provided that the final design of basement areas is water-proofed or fully tanked to prevent ingress of groundwater.

☒ *An outlook over surface parking is not the desired outcome for Town Centre residents*

√ *A landscaped view is more pleasant than a view of surface parking.*

4.5 Access and Parking

4.5.2 On-site parking

It is recommended that applicants assemble the following information to enable DLWC to assess proposals and prepare General Terms of Approval under the Integrated Development Legislation (Section 91 Environmental Planning & Assessment Act) as well as licence conditions under the Water Act:

- The proposed method of dewatering e.g. pumping from the excavation or a battery of spearpoints around the perimeter of the development site and a plan to scale showing the location of the work(s);
- The proposed amount by which the water table will be lowered;
- An estimate of the quality of the groundwater including advice on the presence of any contaminants;
- The proposed method of disposal of the tailwater e.g. via street drainage to stormwater system;
- An estimate of the total volume of groundwater to be pumped from the site (by number of kilolitres/megalitres) as well as the instantaneous pumping rate (litres per second) and duration (number of days/weeks/months); and
- A professional geotechnical risk assessment of the potential off site impacts (surrounding buildings or infrastructure) e.g. due to sand compaction and differential surface settlement following pumping.

Objectives

- To provide on site parking for commercial users, residents and visitors.
- To ensure that on-site parking does not significantly affect the groundwater system.
- To ensure that carparking access and garaging do not dominate the street or the site.
- To integrate parking facilities with the overall site planning and maximise on-site open space.
- To ensure that development makes adequate provision for service and delivery vehicles, including access circulation, manouvering, safety and headroom.

4.5 Access and Parking

4.5.2 On-site Parking (cont'd)

Performance Criteria

i. Comply with *Randwick City Council Development Control Plan: Parking*. The minimum dimensions for carpark design and layout must be based on the dimensional requirements of a service Van as described in the *Randwick City Council DCP: Parking.*

ii. Tandem or stack parking (maximum two spaces) is permitted where these spaces are attached to the same strata title comprising a single apartment, subject to the maximum parking limit applying.

iii. Council may consider:
- a limited number of stack parking spaces (maximum two spaces) for staff parking associated with retail uses; and
- stack parking spaces (maximum two spaces) for other non-residential purposes subject to suitable management arrangements such as valet management of those spaces.

iv. Incorporate parking within and/or beneath the building. No on-site parking is to be provided on a street frontage nor as surface parking external to the building.

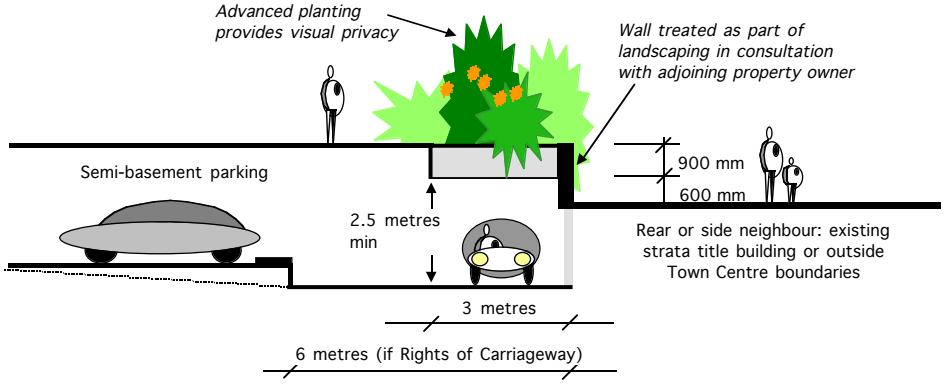
v. Design parking to ensure pedestrian safety.

vi. Provide on-site Bicycle Parking in accordance with *Randwick City Council Development Control Plan: Parking*.

vii. Carparking areas may be designed as semi-basement car parking provided that:
- The roof is not more than 1.5 metres above ground level;
- The roof is landscaped as Communal and/or Private Open Space;
- The design results in building frontages that are level with the street.

viii. Where the roof to a semi-basement carpark abuts with a street frontage, ensure that the roof is no higher than 900mm above ground level, measured across any sloping frontage.

ix. Where a semi-basement carpark is built to the boundary of an adjoining property outside the Town Centre boundary, or built to the boundary of a strata title building unlikely to change, provide advanced planting in a 3 metre setback from that boundary, to achieve visual privacy, as shown in the following diagram.

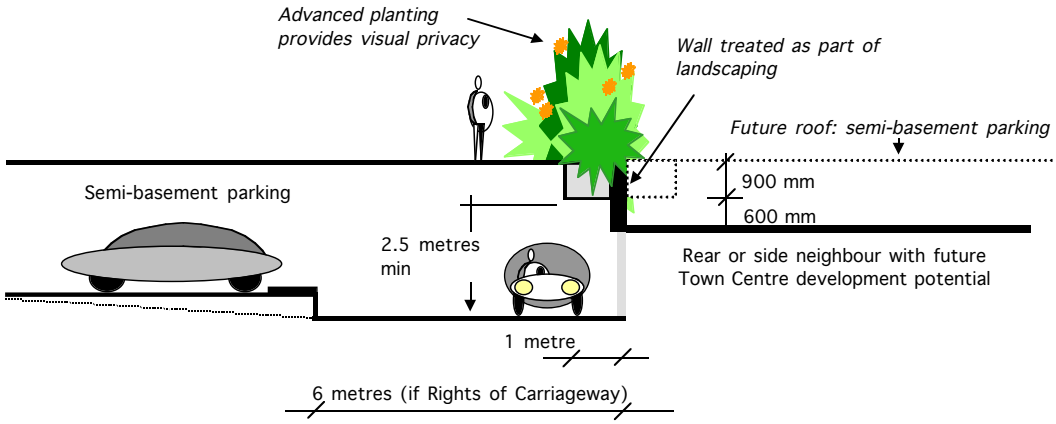


4.5 Access and Parking

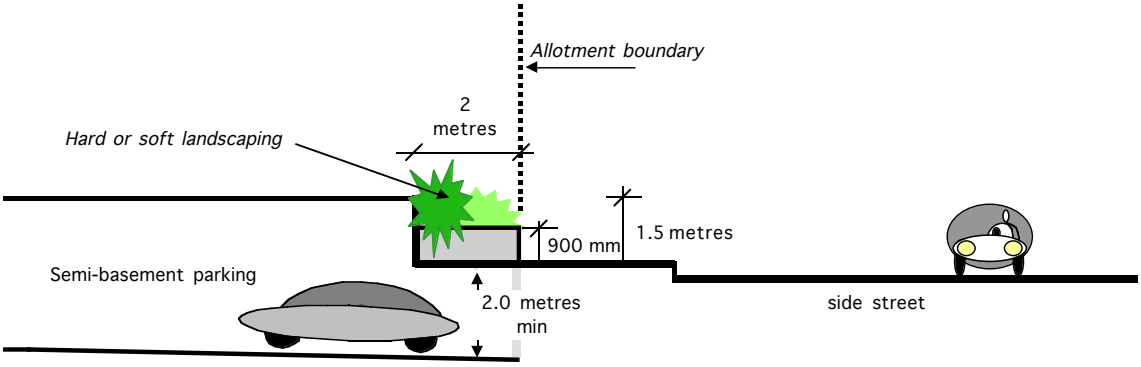
4.5.2 On-site Parking (cont'd)

Performance Criteria

x. Where a semi-basement carpark is built to the boundary of an adjoining property with future Town Centre development potential, provide advanced planting in a 1 metre setback from that boundary, to achieve visual privacy, as shown in the following diagram.



xi. Where the semi-basement carpark adjoins the footpath, provide soft or hard landscaping to finish the 1.5 metre wall to that footpath, to achieve an attractive streetscape edge, as shown in the following diagram. Alternatively, this area may be used for suitably ramped access.



xii. Include natural ventilation to basement and semi-basement car-parking. Integrate ventilation design into the façade of the building, or parking structure, treating it with appropriate features such as louvres, well-designed grilles, planting or other landscaping elements.

xiii. Ensure that all new walls adjacent to vehicular crossings are lowered to a height of 600mm above the internal driveway level or splayed 1.5 metre by 1.5 metre so that the driver of a stopped vehicle 2 metres behind the street boundary line can observe pedestrians up to 2 metres from the crossings.

xiv. Submit a Traffic and Parking Analysis prepared by a suitably qualified Traffic Engineer.

4.6 Buildings - Exterior

4.6.1 Active Frontages

An active Town Centre relies on: local residents who provide demand for local goods and services; street level retail and commercial activities which enliven the street by day and by night; interactivity between commercial uses and the public domain; choices of access; good presentation; safety and comfort; and sociability.

Active frontages have a positive influence on the safety and security of an area, by providing casual surveillance and by improving the perception of safety. People are more inclined to walk along pleasant, active streets.

Objectives

- To provide a walkable environment, with visual interest and a feeling of security.
- To provide a range of uses to engage and activate the street and contribute to the economic viability of the Town Centre as a whole.
- To maximise building openings and minimise the extent of blank walls on to the street, especially at ground level.

Performance Criteria

i. Provide continuous retail frontage on the ground floor within the Core Retail Precinct.

ii. Maximise street level activity, for example by wrapping shopfronts around corners.

iii. Minimise blank walls at ground level. Allow for visual interest such as retail display cases on the external face of fire escapes, service doors and equipment hatches.

iv. Maximise glazing for retail uses, but break large glazed shopfronts into discrete sections.

v. Do not use opaque or reflective glass on the ground floor.

vi. Use grilles or transparent security shutters with a minimum of 70% transparency on retail frontages. Solid shutters are not permitted.

vii. Entrances to internally orientated shopping or commercial arcades, and the arcades themselves, must be a minimum of 7 metres wide.

4.6 Buildings - Exterior

4.6.2 Awnings

Awnings improve the shopping experience by providing weather protection and by creating a pedestrian scale. They play a role in sheltering passengers waiting at bus stops and travelling to and from bus stops.

Awnings also offer a good opportunity to create architectural detail and contribute to the character of the street.

Objectives

- To provide shelter and amenity for pedestrians on public streets.
- To reinforce an existing coordinating feature of the Town Centre.
- To provide continuity in the streetscape.

Performance Criteria

i. Provide continuous street frontage awnings to all new development, to the extent indicated on the Block by Block Controls. Generally awnings should be 3 metres deep.

ii. Setback awnings a minimum of 600mm from the kerb.

iii. Align new awnings with the general alignment of existing awnings in the street.

iv. Design awnings to be complimentary, one with another.

v. Cantilever awnings from the buildings with a minimum soffit height of 3.5 metres.

vi. Use under-awning lighting, to improve public safety.

vii. Canvas blinds along the street edge are permitted. Signage on blinds is not permitted.

viii. Colonnades are not permitted along Anzac Parade frontages.

ix. When Reconstructing existing awnings of Contributory Buildings, follow the principles of the Burra Charter.

New awnings aligned with existing

4.6 Buildings - Exterior

4.6.3 Building Entrances

Entrances define the threshold between the public street and private areas within the building. They are usually part of the building, as well as part of the external space. Entrances may lead into a common entry or directly into the private space of an apartment from the street.

Objectives

- To create entrances which provide identifiable, desirable residential amenity.
- To orient visitors.

Performance Criteria

i. Provide clearly identifiable, sheltered, well lit and safe spaces to enter the building, meet and collect mail.

ii. Achieve clear lines of transition between the public street, the shared private, circulation spaces and apartments.

iii. Provide visual connections between the internal and external spaces of building entrances.

iv. Provide clear lines of sight between one circulation space and the next.

v. Design entrances and associated circulation spaces of an adequate size, having particular regard to the movement of furniture between public and private spaces.

vi. Provide separate entrances, where possible, for pedestrians and vehicles, commercial and residential occupants, and ground floor apartments.

4.6 Buildings - Exterior

4.6.4 Facade Composition and Articulation

Since the majority of people experience buildings from the outside, facades have an important role to play in the perception and feeling of a place. The role applies not only to individual buildings but also to a collection of buildings within a street.

Visual interest in many older buildings is derived from: the articulation of the façade into horizontal divisions of bottom, middle and top; balcony and fenestration details; proportions and spaces; and 'modelling' of the surface through detail and relief.

The Vision for the Kensington Town Centre as a grand boulevard requires and deserves this attention to detail and relief in the design of facades for new development. As a rule of thumb, detail and articulation should enable a resident to readily identify his or her apartment from street level, outside the building. However, 'gimmicky' attempts to achieve detail through random placement of colours and elements are not suitable.

The process of development along Anzac Parade will sometimes leave party walls exposed where new development abuts existing, lower buildings. Care must be taken to ensure that any exposed party walls are not left as stark, blank walls until adjoining development occurs.

Objectives

- To ensure that new developments have well articulated and harmonious facades which define the public domain.
- To ensure that building exteriors reinforce the character and continuity of the Town Centre streetscape.
- To ensure that the process of development achieves a consistently attractive streetscape.
- To achieve a 'human scale' within the Town Centre.

Performance Criteria

i. Ensure that each building has a unique identity.

ii. Design buildings to address the street, but ensure that rear and side facades also provide visual interest to the street and surrounding neighbours.

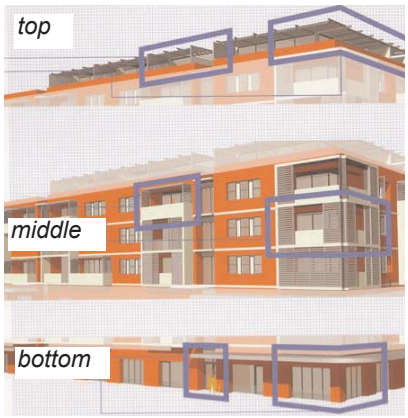
iii. Compose the façade with an emphasis on vertical elements.

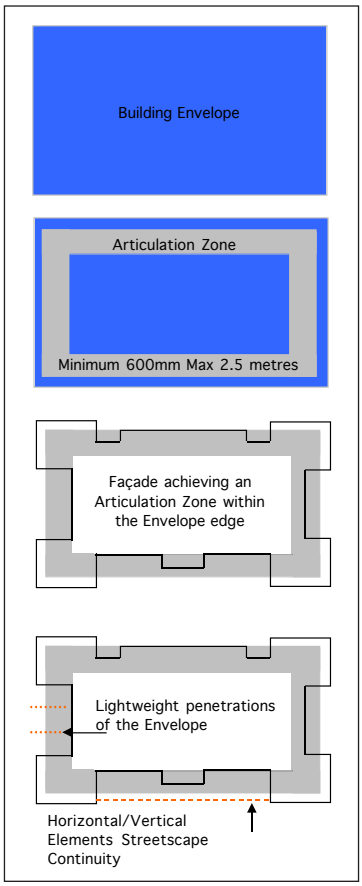
iv. Adopt a modular form, ideally one which reflects the underlying narrow built form of Contributory Buildings (6 - 8 metres). Use vertical elements such as vertically proportioned windows, exposed party walls, attached piers, vertical balustrades, attached columns or fins to express this modulation and rhythm, particularly for the top of the building. Use horizontal elements such as roofs, parapets, balconies and balustrades, eaves lines, string courses, cornices and door/window heads to align the building with its neighbours.

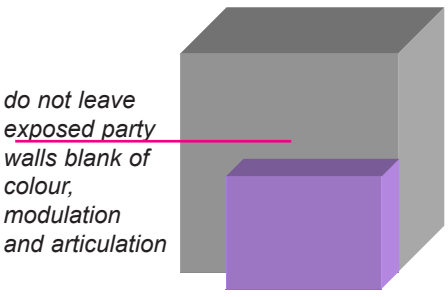
v. Provide architectural features which give a 'human scale' to the building, particularly at street level.

4.6 Buildings - Exterior

4.6.4 Facade Composition and Articulation (cont'd)







vi. Ensure that the façade expresses a tripartite arrangement which clearly indicates a bottom, middle and top related to the overall proportion of the building. Generally, the bottom will read as the area below the awning, and the top will read as the uppermost, setback storeys.

vii. Use proportions sympathetic with Contributory Buildings in the Town Centre.

viii. Incorporate design characteristics such as: projecting fins; corbelling and string courses; balconies with variable materials and finishes; 'punctuated walls' with visually recognisable patterns, decorative features, rhythm and texture; and a variable colour palette to achieve façade modulation and articulation.

ix. Use windows of vertical proportion. Pure proportions such as squares and 'Golden Sections' (*see Definitions and page 97*) may be appropriate when used in a vertical context.

x. Ensure that the composition of a building façade or a series of facades forms a rhythm that complements and is harmonious with the streetscape.

xii. Achieve an Articulation Zone with a minimum depth of 600mm and a maximum depth of 2.5 metres through physical articulation of the facade.

xii. Incorporate balconies and terraces into the Articulation Zone. For more information see 'Private Open Space' on page 126.

xiii. To maintain continuity of facades along the streetscape, lightweight structures such as sunshading devices may extend to the Building Envelope Line.

xiv. To enhance the articulation, lightweight structures, sunshading devices, or horizontal and vertical architectural elements including balconies may penetrate the Building Envelope (but not the property line) by a maximum of 600mm.

xv. Avoid curtain walling, large expanses of glass and large expanses of concrete as these do not create well articulated and harmonious facades.

xvi. Where new development leaves exposed party walls adjacent to existing, lower buildings, improve the appearance of the exposed section of the party wall with colour, modulation, and articulation. Windows may be incorporated on the understanding that they are likely to be covered, over time, by adjoining development.

4.6 Buildings - Exterior

4.6.5 Materials and Finishes

The Town Centre currently comprises a haphazard palette of materials, finishes and colours.

New development is expected to achieve a high standard of architectural character, to improve the overall presentation and appearance of the streetscape. Older buildings not yet ready for redevelopment are encouraged to re-invigorate their presentation by refurbishment consistent with standards for new development.

Objectives:

To achieve a stylish, coherent streetscape

Performance Criteria

i. Comply with colours, finishes and materials identified in the Randwick City Council *Kensington Town Centre Style Guide.*

ii. Utilise high quality and durable materials and finishes.

iii. Use pastel or earthy colour schemes and avoid corporate and bright colours.

iv. The following materials are preferred:
Dry pressed face bricks and/or coloured rendered brickwork
Light weight material may be considered above the fourth storey;
Plain Glass windows; and
Window frames to achieve a solid appearance

v. The following materials are incompatible:
Large wall tiles;
Rough textured render and or bagged finish;
Polished metal and curtain walls; and
Reflective glass.

vi. Avoid large expanses of any single material to facades.

Combining different materials and finishes in a co-ordinated palette can achieve pleasing results

4.6 Buildings - Exterior

4.6.6 Outdoor Eating

Outdoor eating areas create street level interest and variation to enrich the visual experience of pedestrians. They create opportunities to meet friends and observe the liveliness of the Town Centre. The State Transit Authority notes that the use of footpaths for this type of social interaction can improve the use of public transport by increasing passive surveillance of waiting passengers and adding to their feelings of personal safety. Careful placement of outdoor dining furniture will ensure that conflicts are not created with access to bus stops.

Objectives

- To encourage a lively streetscape.
- To provide opportunities for social interactions.
- To increase passive surveillance of the street whilst ensuring good access to bus stops.

Performance Criteria

i. Comply with Randwick City Council's Outdoor Dining Development Control Plan.

ii. Incorporate outdoor dining in café and/or restaurant developments.

iii. Provide lighting and/or heating for evening and night-time use.

iv. Allow 2.0 metre clear walkway between the shopfront and outdoor seating.

v. Provide planter boxes or another suitable treatment to define the area at the kerb line.

4.6 Buildings - Exterior

4.6.7 Public Art

Public art brings the vision and talent of artists out of galleries and museums to the local community. Public art installations can include paving treatments, lighting design, sculpture, fencing design, decorative elements of electrical and engineering work, and themed landscaping and planting works.

Public art can celebrate local heritage, explore community cultural identity and set the mood for city spaces. It can be a functional means of making design elements such as seating, paving, bus shelters and other street furniture visually appealing.

Public art projects are sometimes designed to include participation by the local community in the design or making of certain elements.

Five appropriate public art themes have been identified for the Town Centre:

- The thematic journey along Anzac Parade;
- The culture of racing;
- The university associations with youth culture and learning;
- Everyday life; shopping; meeting friends; going to school; and
- The local ecosystem and environmental themes, including the historic values of the Centennial Parklands.

Council encourages and supports the implementation of public art projects that reflect these themes.

Objectives

- To reinforce the cultural identity of the Kensington Town Centre.
- To enhance the pedestrian environment.
- To better define orientation points within the Town Centre.
- To facilitate the implementation of public art projects as detailed in the Kensington Town Centre Public Domain Improvements Strategy.
- To encourage artworks that are integrated into the broader development and planning.
- To avoid stand-alone projects that fail to address the locality, its history and its culture.

Performance Criteria

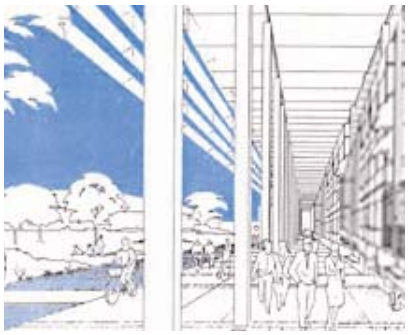
i. Refer to the Kensington Town Centre Public Domain Improvement Strategy. Works identified in this Strategy have been included in the Section 94 Works Program. Development will be levied monies relating to specific material public benefit as identified in Council's s94 Contributions Plan.

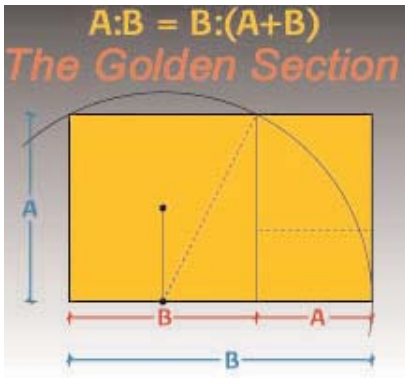
ii. Where relevant, applicants will be required to provide local area improvements, including public art, in lieu of Section 94 monies. This work will be carried out in consultation with and to the satisfaction of Council.

4.6 Buildings - Exterior

4.6.8 Rear Colonnades

The slim building footprints required by this Plan could reduce the incentive to articulate the rear facades of Anzac Parade buildings. Rear colonnades provide the opportunity to stagger internal spaces on residential levels, increasing the options available to apartment designers and increasing the ability to design an articulated rear facade.
Rear colonnades also provide opportunities for separate access to residential apartment lobbies, reducing the need to provide access from Anzac Parade.





Objectives

- To provide opportunities to maximise retail frontages.
- To soften the appearance of rear façades by achieving building articulation.
- To maximise opportunities for Communal and/or Private Open Space at ground level and Private Open Space on upper residential levels.
- To maximise design flexibility for residential levels.

Performance Criteria

i. Include rear colonnades where shown in the Block by Block Controls.

ii. Design rear colonnade dimensions using the proportions of the Golden Section 1:1.618. *(See diagram at left, and Definitions)*

iii. For Anzac Parade development, design a rear colonnade 4 metre wide, and approximately 6.7 metres clear height.

iv. For Transitional development design a rear colonnade 3.5 metre wide, and approximately 5.7 metres clear height.

v. Design and treat colonnades as Communal Open Space.

vi. Do not orient the back door or service areas of retail/commercial spaces onto colonnades.

vii. Consider the use of colonnades as access points to residential apartment entry lobbies.

viii. Ensure that colonnades are well-lit, safe and landscaped areas.

ix. Connect colonnades to streets and between interconnecting adjacent buildings to provide continuous pedestrian flow. Security access may be provided at the street entries.

x. Generally, the dimensions between columns should reflect the Golden Section proportion.

xi. Where all parking is provided at basement rather than semi-basement level, Council may consider a rear colonnade 3 metres wide and 4.8 metres clear height, subject to design.

4.6 Buildings - Exterior

4.6.9 Roof Forms

The maximum building height in the Kensington Town Centre specifically refers to the 'underside of the topmost ceiling' rather than the uppermost area of the roof. This control is designed to encourage a range of roof forms and parapets which can contribute to the skyline or silhouette of the Town Centre.

Objectives

- To achieve design excellence in roof forms which contribute to the existing character of the centre.
- To add visual interest to the Town Centre skyline when viewed from street level or surrounding key vantage points.

√ *Roof forms should add visual interest to the Town Centre skyline*

4.6 Buildings - Exterior

4.6.9 Roof Forms (cont'd)

Performance Criteria

i. Wholly contain lift over-runs and service plants within roof structures or roof lines.

ii. Minimise the bulk and mass of roofs and their potential for overshadowing.

iii. Design roofs to generate an interesting skyline and enhance views from adjoining developments.

iv. Relate roofs to the size and scale of the building, the building elevation, and the three dimensional building form.

v. Consider providing landscaping and appropriately shaded areas on flat roofs.

vi. Avoid attic windows and dormer windows in the roof.

X Service structures should not be visible from the street.

X Avoid domestic roof forms, those that imitate Historic styles, and predominantly flat roofs

4.6.9(a) Habitable Roof Space

Well-designed roofs can sometimes create opportunities for habitable spaces, as well as opportunities to conceal mechanical structures such as lift overruns and service plants.

The environmentally sustainable crossover style apartments encouraged by this Plan rely on limited corridors and lift lobbies which will generally occur on the 3rd and 6th storeys. Unless well designed, this could generate development proposals with unsuitably small apartments on the upmost storey. Habitable roof spaces connected to the spaces below by internal stairs could be a viable design option provided they are designed within an interesting roof form and are not regarded by applicants as an opportunity to achieve an additional storey in the development.

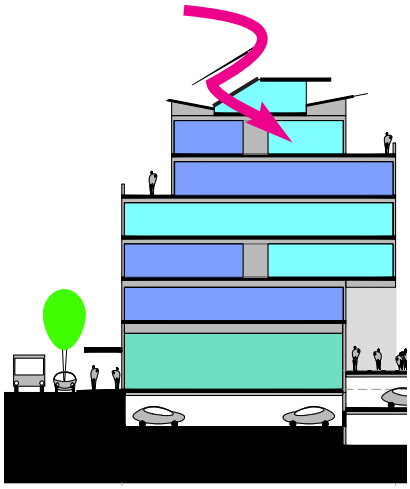
4.6 Buildings - Exterior

4.6.9(a) Habitable Roof Space (con'td)

Objectives

- To provide for a comprehensive mix of apartment types by creating opportunities for the design of larger apartments on the upmost storey.
- To provide opportunities for efficient apartment design within the constraints of environmental sustainability.
- To ensure that habitable roof spaces and roof plant and service areas are not visible from adjoining public roads or private property.
- To ensure that habitable roof spaces are a result of roof forms rather than 'pseudo' storeys.

Habitable roof spaces can optimise the effectiveness of crossover style apartment layouts, providing an 'attic' style space connected to an apartment on the topmost storey.



Performance Criteria

i. Development Applications which propose habitable roof spaces will be submitted to a Design Review Panel for assessment of the design merit of the whole application. The Design Review Panel will be selected by Randwick City Council.

ii. Connect habitable roof space to an apartment below.

iii. Demonstrate that proposed habitable roof spaces optimise apartment mix and layout and assist to achieve dual aspect apartments with natural ventilation.

iv. Demonstrate that the total floor area devoted to habitable roof space does not exceed 40% of the floor below.

v. Wholly contain habitable areas within the roof space.

vi. Ensure that, when viewed from an adjoining public road or private property, the roof form (including habitable roof, associated private open space or plant and service areas) has the appearance of a roof and not an additional storey or an extension of the external vertical facade.

vii. Design windows to habitable roof spaces as an integral element of the roof i.e. avoid attic and dormer windows.

viii. A continuous flat roof with habitable space within it will be regarded as a pseudo storey and will not be approved.

ix. Submit perspectives prepared by a suitably qualified person (Architect, town planner, etc) showing front and rear elevations of the development viewed from the ground level across the street at the frontage and at least 30 metres from the building footprint at the rear, to provide clarification that any habitable roof space does not appear as an additional storey. These perspectives should be computer generated and submitted in disc form to enable Council to check accuracy.

4.6 Buildings - Exterior

4.6.10 Signage

Signage plays a significant part in indicating retail and commercial uses and in creating a lively retail strip. Signage in the Town Centre should be integrated into the design of the new buildings.

Objectives

- To ensure that signage is in keeping with the development in scale and quality.

- To enhance the visual quality of the streetscape.

Performance Criteria

i. Comply with Randwick Councils outdoor Advertising DCP and SEPP No. 64 (Advertising and Signage).

ii. Protect the visual quality and the amenity of the streetscape.

iii. Ensure that signage does not:
   - obscure important architectural features;
   - dominate the architecture of buildings;
   - protrude from, or stand proud of, the awnings;
   - project above any part of the building to which it is attached;
   - cover a large portion of the building façade.

iv. Fin signs and projecting wall signs are not permitted.

v. One sign is permitted for each shop front. Incorporate the Kensington Town Centre logo into the sign.

4.6 Buildings - Exterior

4.6.11 Solar Access, Overshadowing & Natural Daylight

Solar access is a major determinant of personal environmental comfort. Good passive solar design offers a resource and financial benefit by reducing the need for artificial heating and cooling. New development must also recognise that existing adjacent buildings require reasonable access to sunlight for living spaces, and private and public open spaces.

Objectives

- To minimise the negative impact of overshadowing on the internal and outdoor areas of neighbouring buildings.
- To optimise solar access to habitable rooms and to minimise the need for artificial lighting during daylight hours.
- To retain the amenity of the public domain by maximising solar access.

Performance Criteria

i. Maintain sunlight access to private and public open spaces and habitable rooms of adjoining development for at least 3 hours between 9 am and 3.00 pm on 21 June. If existing sunlight access to adjoining development is already below this level, maintain whatever exists.

ii. Ensure that building layouts facilitate good solar access to both internal and external living spaces e.g. ideally locate living areas to the north and service areas to the south and west of the development.

iii. Maximise any northerly aspect and optimise the number of north facing windows. Shade north facing windows with roof eaves, verandahs or balconies, awnings or other horizontal shading devices.

iv. Provide adjustable shade devices suitable for lower sun angles (e.g louvres/blinds) to openings on the eastern and western facades.

Adjustable shade devices can provide architectural interest as well as optimising solar access.

4.6 Buildings - Exterior

4.6.11 Solar Access, Overshadowing & Natural Daylight (cont'd)

v. Incorporate appropriately designed double glazed or energy efficient glass skylights and clerestory windows to improve daylight levels wherever possible.

vi. Do not use skylights as the only source of daylight and/or natural ventilation for habitable rooms.

vii. Light shelves (horizontal surfaces incorporating window openings which reflect light into the ceiling of the interior) are recommended for buildings which exceed 14 metres in depth.

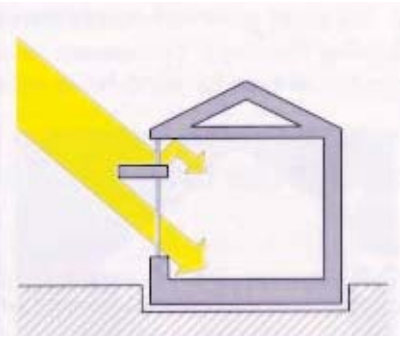
viii. Do not use coloured/opaque glass as a shading device.

ix. Provide maximum daylighting to entrance lobbies, living spaces, corridors, kitchens, bathrooms and open spaces.

x. Protect roof terraces with shade cloth, planting, pergolas and/or vergolas.

xi. Ensure that living spaces of at least 75% of apartments in any new development receive a minimum of 3 hours of sunlight between 9am and 3pm on 21 June, unless existing overshadowing prevents this.

xii. Submit shadow diagrams prepared by a suitably qualified person (Architect, Engineer, Town Planner etc) indicating the extent of overshadowing of apartments within the development, of adjoining development, and of public and communal open space, with each Development Application.



Light shelves are horizontal surfaces that can bounce light through windows into the ceiling of the interior.

4.6 Buildings - Exterior

4.6.12 Street Corners

Buildings on street corners are important both in terms of 'way finding' and 'place making'. Well defined corners assist pedestrians to orient and define their own position within a precinct.

Objectives

- To ensure that corner buildings, which by their location are often highly visible, are well designed and respond to the different characteristics of the streets they address.

- To strengthen the way-finding attributes of corner properties, highlight the location of intersections, and define a clear skyline.

Performance Criteria

i. Generally the preferred design outcome for an Anzac Parade street corner will include a certain element of 0 metre setback for the upper storeys. The depth of this corner element will vary from Block to Block as a result of design.

ii. Emphasise verticality at corners, if possible by concentrating the tallest portion of the building on the corner itself. Utilise design devices such as increased wall heights, splayed corner details, increased height, expression of junction of building planes and other architectural features to reinforce the way finding attributes of street corners.

iii. Design corners to add variety and interest to the street and clarify the street hierarchy.

iv. Present each frontage of a corner building as a main street frontage.

4.6 Buildings - Exterior

4.6.13 Visual Privacy

Visual privacy should protect every resident's ability to carry out private functions within all rooms and private open spaces, without compromising the functionality of the outlook, ventilation, and solar access of those private spaces.

When coupled with measures to achieve acoustic privacy, buildings should offer a high quality of residential amenity.

Design windows and balconies to minimise overlooking.

Objectives

- To minimise the direct overlooking of internal and external living areas through: site layout and building layout; location of windows and balconies; design of windows; and use of screening devices.

- To ensure adequate visual privacy to residential developments in the Town Centre and to associated private open space.

Performance Criteria

i. Organise the layout of spaces within the building to achieve visual privacy.

ii. Unless otherwise indicated on the Block by Block Controls, orient primary openings on all developments to the front and rear of the building i.e. towards the street and the rear open space. Minor openings (to non-habitable rooms, secondary bedrooms, kitchens etc in accordance with BCA standards) are permitted along sides of buildings.

iii. Where the separation between buildings is less than 12 metres, use screening devices such as louvres and opaque glass to maximise privacy.

iv. Where possible, locate uses with similar privacy needs close to each other within the building.

v. Design windows and balconies to minimise overlooking into neighbouring apartments, balconies and buildings. Balcony and balustrade design must consider privacy from the street by day and by night, and material should achieve privacy whilst allowing light, air and views.

vi. Offset windows from one building to another building to minimise overlooking.

4.7 Buildings - Interior

4.7.1 Acoustic Privacy

Acoustic privacy, or sound insulation within and between buildings, should be designed in from an early stage. When coupled with measures to achieve visual privacy, buildings should offer a high quality of residential amenity.

Objectives

To ensure adequate acoustic privacy to residential developments in the Town Centre and to associated private open space.

Performance Criteria

i. Design the internal layouts of apartments and the location of courtyards, terraces/balconies and openings to minimise noise transmission.

ii. Locate active areas within an apartment towards external noise sources (e.g. streets), and orientate quiet areas away from noise sources.

iii. Use storage or circulation within apartments to buffer noise from adjacent apartments, mechanical services, and corridors/lobbies.

iv. Minimise noise emissions from all mechanical services and plant rooms by using sound attenuation devices and acoustic rated walls, doors and openings.

v. Minimise the amount of party (shared walls) with other apartments.

vi. Build residential buildings so that the repeatable maximum Laeq (1hour)
- in naturally ventilated buildings does not exceed: 35dB(A) between 10:00pm and 7:00pm in sleeping areas when the windows are closed, and 45db (A) in windows open condition; *and* 45dB(A) in living areas (24 hours) when the windows are closed, and 55dB(A) in the windows open condition.

when doors and windows are shut and mechanical ventilation or air
- conditioning is operating does not exceed: 38dB(A) between 10:00pm and 7:00pm in sleeping areas; *and* 46dB(A) in living areas (24 hours).

vii. Use construction techniques that pay good attention to sealing air gaps around doors and windows exposed to noise; use acoustic materials wherever possible; use acoustic ventilation devices; and use thicker window glass, operable screened balconies or double glazing.

viii. Minimise the noise impacts associated with: goods and service delivery; waste and garbage collection; and active uses such as restaurants and cafes.

ix. Comply with BCA requirements for acoustic control of airborne noise and impact noise between apartments.

x. Submit a noise and vibration assessment addressing appropriate measures to minimise potential noise and vibration impacts for any proposed residential development (for a model consultant brief refer to the RTA's Environmental Noise Management Manual).

xi. Refer to EPA (1999) 'Environmental Criteria for Road Traffic Noise'.

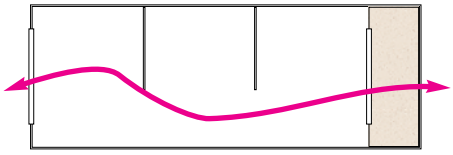
4.7 Buildings - Interior

4.7.2 Apartment Layout

The floor plan layout of residential apartments is the primary design tool for achieving environmental sustainability in terms of natural ventilation and daylight access, and residential amenity in terms of apartment quality.

The quality of the apartment relates to the efficiency of the layout, its environmental qualities, and the social interactions which can be accommodated within it.

An efficient apartment layout should minimise circulation space and be easily furnished. Circulation by stairs, corridors and through rooms should be as short and direct as possible. Room proportions should allow comfortable layout of furniture.



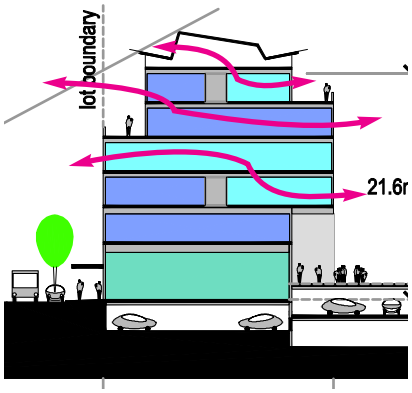
Unimpeded air flow through an apartment is an essential design criteria. Cross-through apartments are the simplest way to achieve a dual aspect

Slim building floor plans and dual aspect apartments provide better sunlight and daylight access and cross ventilation than deep floor plans or single orientation apartments.

Dual aspect apartments can be achieved in a number of ways. 'Cross-through apartments' on a single level extend for the full building depth and have window and door arrangements allowing unimpeded air movement through the full depth of the apartment. Cross-through apartments are sometimes known as single-loaded apartments, to distinguish them from the housing styles of the past, when long corridors with doors 'double-loaded' on either side led to apartments with a single aspect.

Dual aspect can be achieved in a number of different ways

'Crossover' apartments are split or multi-level apartments with at least one level extending for the full building depth.



Crossover apartments minimise corridors and lifts as well as achieving natural ventilation

Objectives

- To ensure that new residential development in the Town Centre achieves high levels of Environmental Sustainability.
- To ensure that apartment layouts are efficient and have high standards of amenity for residents.

Performance Criteria

i. Achieve apartments with dual aspect, to allow the direct flow of air from one side of the apartment to the other.

ii. Use a variety of apartment styles to maximise natural ventilation and access to natural daylight, including:
   - Cross-through apartments
   - Split-level apartments
   - Crossover apartments, which minimise corridors and lift lobbies but provide a dual aspect for natural ventilation

iii. Design apartments to contain minimal circulation areas, ensure comfortable and flexible furniture layouts, promote sunlight access and control, promote daylight penetration, allow for natural cross ventilation, allow for visual and acoustic privacy, and be flexible to suit the requirements of residents.

4.7 Buildings - Interior

4.7.3 Apartment Mix

According to the Australian Bureau of Statistics (Australian Year Book 2001), over the past few decades Australian society has undergone many social changes that have altered the way people live.

People are marrying later and couples are having fewer children. The increase in divorces since changes in the divorce laws in 1975 has led to more one-parent families. Proportionally more people are living alone, either by choice or as a result of divorce, separation or widowhood. Older persons, left alone after the death of their partner, contribute significantly to the numbers of single person households.

The mix of apartments should reflect these social changes.

Serviced apartments and student accommodation, which are residential style buildings catering for longer stay visitors, should have a comparable level of amenity to residential buildings so that any subsequent conversion of serviced apartments to permanent residential stock is not constrained by poor amenity.

Objectives

- To provide a mix of apartment types and size to accommodate a range of household types.

Performance Criteria

i. Provide a mix of Studios, 1 Bedroom, 2 Bedroom and 3 or more Bedroom apartments.

ii. Provide a mix of layouts and sizes, and consider the design needs of those who work from home.

iii. Ensure that Studios and I Bedroom apartments comprise no more than 40% of the total number of apartments.

iv. Design commercial uses to permit future adaptation to, and flexibility for, residential uses.

v. Design serviced apartments and student accommodation to permit future adaptation to conventional apartments in terms of mix, amenity, and all other design provisions of this Plan. In particular:
   - For serviced apartments, two interconnecting 1 Bedroom apartments, or a 1 Bedroom Apartment interconnecting with a Studio apartment, may be considered as a 2 Bedroom apartment provided both apartments are accessible from a shared private lobby. Such an arrangement must be defined as a single strata apartment.

   - For student accommodation, a standard apartment with multiple bedrooms may be designed in such a way that certain bedrooms are separately keyed, in order to satisfy fluctuations in occupancy demand.

4.7 Buildings - Interior

4.7.3 Apartment Mix (cont'd)

vi. Applicants should note that any proposals for student accommodation:
- should be accompanied by an operational management plan prepared by an appropriately qualified Social Planner or equivalent; and
- will be submitted for review to an organisation with expertise in the provision of this type of housing e.g. Association to Resource Co-operative Housing or the Office of Community Housing.

vii. Ensure that ground floor apartments comprise a mix of apartment types, where gardens, adaptability and accessibility are more easily achieved for elderly people, families with children, or people living with disabilities.

viii. Provide access for people with a disability to and within one apartment, at the following rates:

0-14 apartments	0
15-29 apartments	1
30-44 apartments	2
45-60 apartments	3 and so on.

ix. Refer to AS 1428 Parts 1, 2 & 4, and the Adaptable Housing Standard AS 4299 for advice about providing accessible environments.

4.7 Buildings - Interior

4.7.4 Apartment Size

According to the Australian Bureau of Statistics (Year Book Australia, 2001), Australian families are becoming smaller, yet new dwellings are getting larger. This apparent contradiction in trends reflects a change in housing standards and aspirations combined with changes in people's living arrangements.

Objectives

- To provide a high quality living environment for all residents, including smaller families and those who wish to live in studio style simplicity.
- To ensure room sizes are adequate for their function.
- To achieve room sizes consistent with the Residential Flat Design Code minimums.

Performance Criteria

Comply with the following minimum Apartment Sizes:

Apartment Type	Area m^2
Studio	40
One bedroom cross-through	50
One bedroom cross over	55
Two bedroom corner	80
Two bedroom cross-through	90
Two bedroom crossover	90
Two bedroom corner with study	120
Three bedroom	125
For each additional bedroom above 3, an additional	20

ii. Minimum Apartment Areas exclude Private Open Space.

iii. Comply with the following minimum Apartment Widths:
- Studios: 3.5 metres clear internal width
- 1, 2 and 3 Bedroom apartments: 4.5 metres clear internal width
- Crossover/cross through apartments more than 18 metres deep: 4 metres clear internal width

iv. Comply with the following minimum Room Dimensions:
- Main Bedrooms: 12 sq metres, with the shortest wall being 3.0 metres long.
- Secondary & Other Bedrooms: 9 sq metres, with the shortest wall being 2.5 metres long.
- Living rooms: 15 sq metres, with the shortest wall being 3.5 metres long.
- Dining rooms: 9 sq metres, with the shortest wall being 2.5 metres long.

v. Demonstrate that a studio has the potential to be combined with another apartment to form a larger apartment.

vi. Submit scale drawings which indicate the furniture layouts of each of the different apartment sizes and styles with every Development Application.

4.7 Buildings - Interior

4.7.5 Building Use

An essential element of the Town Centre vision is that it becomes a vibrant mixed use precinct, with residential, retail and commercial uses in new development. Planning NSW Practice Notes for Improving Transport Choice identify that the co-location of many compatible uses will reduce car travel and increase walking, cycling and public transport use. Locally, traffic congestion will be reduced, air quality improved, and accessibility maximised.

Objectives
To achieve a vibrant and viable mixed use Town Centre

Performance Criteria
Comply with the following unless otherwise specified in the Block by Block Controls:

i. Development fronting Anzac Parade & Doncaster Ave
   - Ground Floor: Retail and Commercial uses
   - Storey 2: Commercial and Residential uses (retail uses if justified by an economic impact/assessment study of the Kensington Town Centre)
   - Storeys 3 and above: Residential uses

ii. Transitional Development fronting other streets
   - Ground Floor: Commercial uses (retail uses if justified by an economic impact/assessment study of the Kensington Town Centre)
   - Storeys 2 and above: Residential uses

iii. Transitional Development not fronting any street
   - All storeys: Residential uses

iv. Mews Style Development
   - Ground Floor: Retail/Commercial and Residential uses
   - Storeys 2 and above: Residential uses

v. Contributory Buildings
   - Ground Floor: Retail and Commercial uses
   - Storey 2: Retail/Commercial and Residential uses

4.7 Buildings - Interior

4.7.6 Floor to Ceiling Heights

High ceilings, which facilitate light and a sense of space, are important features of well-designed residential apartments. In the Town Centre, where a variety of uses are encouraged at ground and first floor, higher ceilings enable buildings to respond, over time, to demand for alternate uses.

Objectives

- To facilitate natural day lighting and natural ventilation throughout buildings.
- To increase the 'sense of space' in residential apartments.
- To provide maximum flexibility for alternate uses at ground and second storeys.
- To allow building elevations to respond to the street context.
- To ensure that buildings are well-proportioned and aesthetically pleasing.

Performance Criteria

i. Determine the appropriate overall height (measured to the underside of the topmost ceiling) as a response to the Site Analysis.

ii. Unless otherwise indicated on the Block by Block Controls, comply with the following tables, which indicate the minimum and maximum: floor to ceiling; ceiling space and floor slab; and floor to floor heights required to achieve the appropriate overall building height as a relationship between storeys and height.

TABLE 1: TRANSITIONAL DEVELOPMENT NOT FRONTING ANZAC PARADE

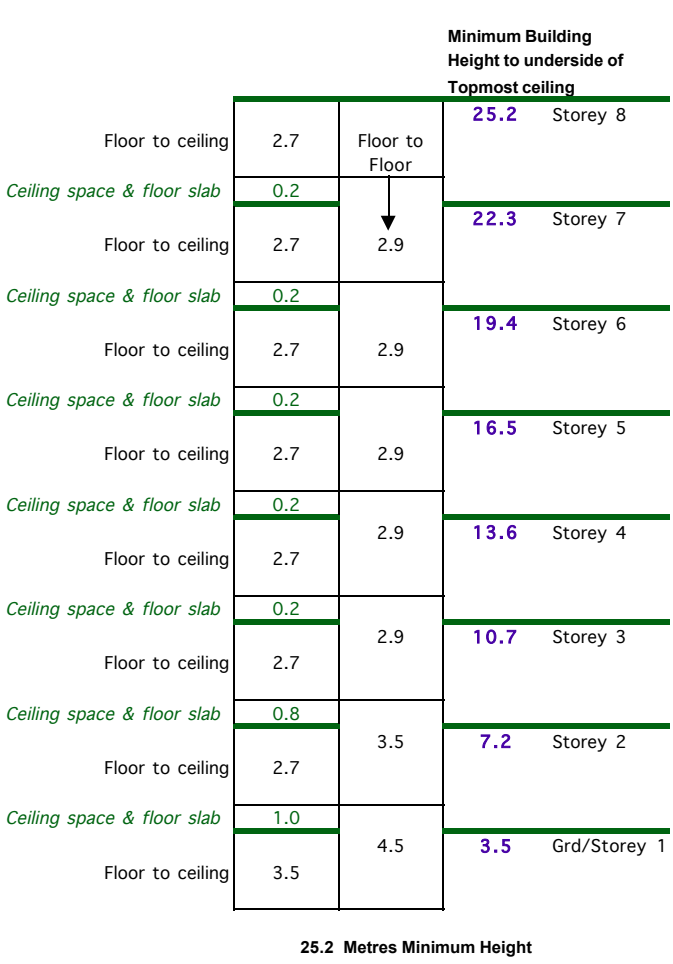
		Minimum Building Height to underside of Topmost ceiling		Maximum Building Height to underside of Topmost ceiling	
				17.1	Storey 5
Floor to ceiling	2.7	15.9	Storey 5	2.7	
				Floor to Floor	
Ceiling space & floor slab	0.2	Floor to Floor		0.6	
		2.9		3.3	
Floor to ceiling	2.7	13	Storey 4	2.7	
					13.8 Storey 4
Ceiling space & floor slab	0.2			0.6	
		2.9		3.3	
Floor to ceiling	2.7	10.1	Storey 3	2.7	
					10.5 Storey 3
Ceiling space & floor slab	0.2			0.6	
		2.9		3.3	
Floor to ceiling	2.7	7.2	Storey 2	2.7	
					7.2 Storey 2
Ceiling space & floor slab	1			1	
		4.5		4.5	
Floor to ceiling	3.5	3.5	Grd/Storey 1	3.5	
					3.5 Grd/Storey 1

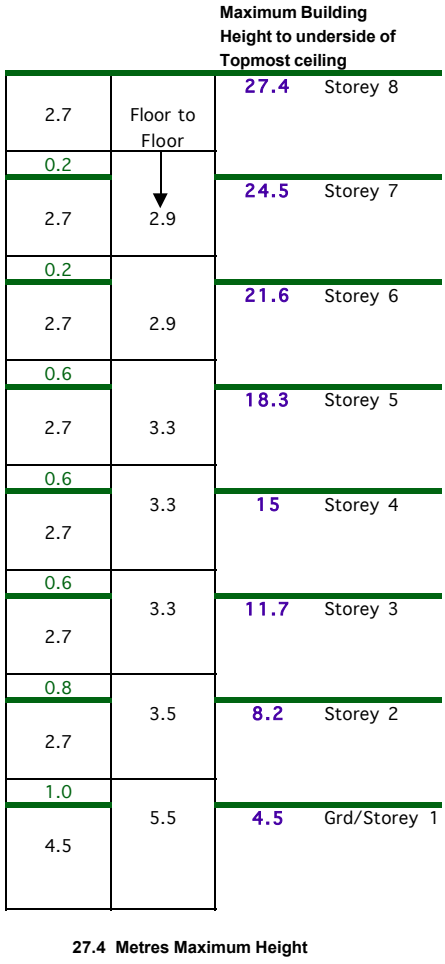
15.9 Metres Minimum Height | **17.1 Metres Maximum Height**

4.7 Buildings - Interior

4.7.6 Floor to Ceiling Heights (cont'd)

TABLE 2: ANZAC PARADE, DONCASTER AVE & MEWS STYLE DEVELOPMENT





iii. Ensure that no storey has a greater floor to ceiling/floor to floor height than the storey below.

iv. Council may consider an increase in the maximum Floor to Ceiling height of residential storeys, provided that:
- the increase is offset by a corresponding decrease in ceiling space and slab thickness, in order to ensure that the maximum height (as a relationship of height and storeys) is not exceeded; and
- the resulting Built Form still reflects the proportions of the Building Envelopes specified in the Block by Block Controls i.e. 3:5, 4:6. 5:8.

4.7 Buildings - Interior

4.7.7 Garden or Ground Floor Apartments

Garden or Ground Floor Apartments can fulfil lifestyle choices, for example by providing families with direct access to communal open space from private open spaces, as well as being able to easily provide direct access to the street for those whose physical condition requires this.

Objectives

- To maximise opportunities for safe streets, with active and useful street edges.
- To ensure that ground floor spaces are useable, safe and well maintained.
- To optimise the advantages of apartments on the ground floor.

Performance Criteria

i. Provide ground floor apartments with access to, or an address to, the street.

ii. Ensure privacy from the street by incorporating a level change (minimum of 1 metre) between the footpath and the internal ground floor of the apartment. Achieve equity of access despite the level change.

iii. Design street facing windows to ensure privacy from the street.

iv. Clearly define private and public spaces.

v. Provide maximum flexibility for future alternate uses by complying with Floor to Ceiling Height Controls.

4.7 Buildings - Interior

4.7.8 Home Offices

According to the Australian Bureau of Statistics, in June 2000 almost one million Australians worked all or most of their hours at home, or had an arrangement with their employer to work at home. Almost half (49%) of all persons employed at home were female. Some 76% were 35 years of age and over, and 38% of persons employed at home were self-employed. For males employed at home the most common occupation groups were managers and administrators (35%) and professionals (28%), while females were most likely to be employed at home as professionals (23%), and advanced clerical and service workers (21%).

People working from home can contribute to the economy and life of the Town Centre. They can generate demand for business supplies and services, lunches, and pleasant places to meet colleagues or clients. They can contribute to safety initiatives by providing casual surveillance during the day, when other residents are working away from home.

Small home offices and workplaces forming part of a residential apartment, are encouraged.

Objectives

- To contribute to the economic growth of the Town Centre and achieve a diverse local workforce.
- To achieve an active and lively Town Centre by promoting 24 hour use.
- To promote less frequent use of motor vehicles.
- To improve personal and property security by maximising casual surveillance of the street.
- To provide opportunities for less mobile people to make economic progress.

Performance Criteria

i. Design home office areas to minimise conflict with domestic activities.

ii. Clearly identify the home office area, ideally by designing it so that it can be closed off from the rest of the apartment.

iii. Give special consideration to home office needs including storage, additional telephone and electrical capacity, and task lighting.

iv. Note that activities undertaken in home offices should not impact negatively on other residents in terms of noise, odour, traffic generation, appearance or other amenity.

4.7 Buildings - Interior

4.7.9 Stairs, Lifts and Corridors

Common circulation spaces within a building set the tone for residential amenity. Well designed circulation spaces such as stairs, lifts and corridors can make the difference between a building which feels like a permanent 'home' and a building which feels institutional.

The narrow buildings envisaged for the Town Centre should result in multiple circulation points, if dual aspect, cross-ventilated apartments are to be achieved.

Objectives
To provide adequate, safe and pleasant circulation spaces in which people can easily circulate.

Performance Criteria

i. Maximise the amenity of circulation spaces by providing generous spaces e.g. high ceilings, wide corridors.

ii. Provide at least one lift to service no more than forty (40) apartments over the full rise of the building.

iii. Optimise security by grouping apartments to a maximum of ten (10) around a common lobby. Council may consider a variation in the maximum number of units per floor where the applicant can demonstrate that a high level of amenity of the common lobby, corridors and units is achieved.

iv. Provide natural daylight to circulation spaces wherever possible.

v. Use attractive materials with robust finishes.

vi. Optimise the number of vertical circulation points and minimise the number of apartments per corridor.

vii. Ensure that no apartment is more than 12 metres away from a lift.

viii. Ensure that corridors are wide enough to allow two people walking in opposite directions, each carrying luggage or shopping parcels, to comfortably pass each other without disturbance.

ix. Consider separate open stairs and or lifts to 2nd storey commercial spaces.

4.7 Buildings - Interior

4.7.10 Storage

High quality living spaces should include adequate space to store the types of items which contribute to people's enjoyment of life.

Objectives

To provide storage for everyday household items within easy access of the apartment, including storage for sporting, leisure, fitness and hobby equipment.

Performance Criteria

i. Provide accessible and adequate storage facilities at the following rates per apartment:
   - Studio apartments- 6 cubic metres
   - 1 Bedroom apartments- 8 cubic metres
   - 2 Bedroom apartments- 10 cubic metres
   - 3+ Bedroom apartments- 12 cubic metres

ii. Provide at least 50% of this storage facility within the apartment, accessible from either a hall or a living space. The remaining 50% may be provided in a secured area remote from the apartment.

4.8 ESD

4.8.1 Clothes Drying

The use of energy efficient appliances is not only good for the environment but can also contribute to household savings. Using natural alternatives wherever possible, such as sun and wind drying for clothes is the recommended option for the environment.

Objectives
To maximise opportunities for the use of sun and wind for drying clothes.

Performance Criteria

i. Wherever possible, provide external clothes drying areas for all apartments. However, balconies are not to be considered as preferred locations.

ii. Position external clothes drying areas so they do not detract from the visual amenity of the building.

iii. Provide electrical clothes dryers to a minimum 3.5 star SEDA Greenhouse Score, as detailed in the table below.

Energy Rating (Star)	SEDA Greenhouse Score
4.5	6.0
4.0	5.5
3.5	5.0
3.0	4.5
2.5	4.0
2.0	3.5 *minimum*

iv. Ventilate electrical clothes dryers direct to the outside, wherever possible. Ensure that external vents are not visible from the street.

4.8.2 Energy Efficiency

According to the Sustainable Energy Development Authority of NSW, households use a third of NSW's electricity, costing residents over $1.6 billion each year. Over 90% of NSW's electricity is made by burning coal, which releases harmful greenhouse gases into the atmosphere. The average household spends up to $1500 annually on energy bills, emitting twice as much greenhouse gas as the average family car. Scientists believe that rising greenhouse gas levels cause global warming.

Early consideration of energy efficiency can result in a building that consumes minimum energy during its life, leading to environmental benefits and cost savings for residents.

Objectives

- To ensure that energy efficiency and energy generation are fundamental parts of the design process of any building.
- To eliminate/reduce the need for mechanical heating/cooling of the building.
- To minimise greenhouse gas generation.
- To maximise the thermal performance of the building.

4.8 ESD

4.8.2 Energy Efficiency (cont'd)

Performance Criteria

i. Design the building to ameliorate the temperature from the outside to the inside in order to reduce energy consumption.

ii. Consider the use of Building-Integrated Photovoltaics as a building material.

iii. Orientate the building to maximise solar gain in winter and to minimise solar gain in summer.

iv. Provide south facing apartments with alternative orientation to ensure solar access.

v. Use energy efficient materials with adequate insulation properties.

vi. Comply with a minimum 3.5 star House Energy Rating (using NatHERS or equivalent) for the building envelope of each new apartment.

vii. Provide a minimum 3.5 star SEDA Greenhouse Score water heater in each new apartment. The following table presents information to assist applicants select an appropriate heater.

Water Heater Type		SEDA Greenhouse Score
Solar - Gas Boost *	Storage	5
Solar - Electric Boost*	OP2	4
Electric - Storage	Heat Pump	4
Gas	Instantaneous	4
Gas - Storage	High Efficiency	4
Gas - Storage	Low Efficiency	4
Electric	Instantaneous	2
Electric	Continuous	1
Electric - Storage	Storage (OP1, OP2)	1

** greater than 50% solar contribution*

viii. Where possible provide solar hot water heaters integrated into the design of each new development.

ix. Group wet areas, such as bathrooms, kitchens and laundries, to maximise hot water system efficiencies and minimise pipe runs.

x. Insulate all walls, ceilings, roofs and hot water pipes.

To easily find an accredited Assessor who can generate a NatHERS assessment, contact:

House Energy Rating Management Body
P: 02 9385 5593
F: 02 9385 4507
hmb@unsw.edu.au
www.hmb.net.au

4.8 ESD

4.8.3 Lighting Efficiency

According to SEDA, Australia's six million homes are responsible for the production of more than 40 million tonnes of harmful greenhouse gases every year - that's 25% of the total amount of greenhouse gas produced due to the use of electricity and gas. Reduced domestic energy use will have a significant impact on greenhouse gas emissions.

Designs which enable the penetration of direct or indirect light from the sun into interior spaces reduce energy consumption and dependency. Energy efficient lighting is just one of a range of 'Energy Smart' strategies which reduce average household bills and help protect the environment.

Objectives

- To provide adequate lighting to meet the intended function and purpose of the space.
- To minimise the use of artificial lighting during daylight hours.
- To maximise use of natural light and minimise energy consumption.
- To avoid wastage of energy.

Performance Criteria

i. Design buildings to maximise available natural light without creating major heat gain pathways, e.g. by introducing façade protrusions or inversions to maximise daylighting.

ii. Optimise the number of north facing windows.

iii. Incorporate appropriately designed double glazed or energy efficient glass/skylights (e.g. double glazed with solar blind) clerestory windows, and summer shading to improve daylight levels in the buildings.

iv. Incorporate light shelves (horizontal surfaces placed on the face of the building so as to reflect light into apartment ceilings) in deep apartments.

v. Use light coloured walls and ceilings in spaces where more light is required.

vi. Design landscaping elements to maximise daylighting.

vii. Use light fittings with high energy efficiency.

viii. Use motion detectors to externally light doorways and entrances, unless their use conflicts with Safety and Security objectives.

ix. Refer to SEDA's Energy Smart Homes Policy for design advice about energy efficiency, including the use of energy efficient light fittings, the location of light switches, and purpose lighting of rooms.

4.8 ESD

4.8.4 Natural Ventilation

Natural ventilation, the unimpeded flow of air through a building or apartment, is a vital contributor to residential amenity and a high quality living environment. The slim Building Footprints required by this Plan are specifically to encourage development which relies as much as possible on natural ventilation.

Objectives
To ensure that all habitable rooms have sufficient airflow through them.

Performance Criteria

i. Ensure that all apartments are single loaded or dual aspect, to allow the direct flow of air from one side of the apartment to the other.

ii. Consider the use of crossover apartments, which minimise corridors and lift lobbies but provide a dual aspect for natural ventilation.

iii. Provide more than one openable window to each habitable room.

iv. Select and design windows which can be reconfigured to catch prevailing breezes, and funnel breezes into the apartments.

v. Explore innovative technologies to enable natural ventilation of internal rooms such as bathrooms and laundries.

vi. Use design solutions such as: higher level casement or sash windows; and clerestory windows or operable fanlight windows - including above internal doors - to facilitate convective currents.

vii. Consider acoustic transfer grilles with operable shutters through external and internal walls.

viii. Ensure that all habitable rooms meet the requirements of natural ventilation in the BCA.

ix. Council may consider some double-loaded apartments only if specific site conditions create design difficulties and the applicant can provide appropriate verification/evidence (prepared by a suitably qualified professional) that proven innovative technologies will be employed to achieve natural ventilation.

4.8 ESD

4.8.5 Site Servicing And Waste Management

According to the NSW Wasteboard, the state is running out of landfill space. Raw material costs, production costs, and tip charges will continue to rise while we continue to waste our resources. Growing public concern will drive us all to participate in minimising our wastes.

Objectives

- To encourage waste minimisation including source separation, reuse and recycling.
- To ensure efficient storage and collection of waste and quality design of facilities.
- Minimise the impact of service access on pedestrians and the retail frontage.

Performance Criteria

i. Incorporate all stages of waste management into new development.

ii. Integrate waste management (including all stages of waste storage and handling) into the design stage of the project.

iii. Design waste management so that residents find it convenient to use.

iv. Provide, for each apartment, a waste cupboard or temporary storage area of sufficient size to hold a single day's waste and enable source separation.

v. Provide the ability for residents to sort waste into: organic waste; glass; paper; plastic; and aluminium by providing appropriate receptacles and standard recycling signage as recommended by the NSW Waste Board.

vi. Incorporate on-site composting wherever possible, either as self-contained composting units on balconies or as part of the shared site facilities.

vii. Encourage commercial and retail uses to integrate waste management by providing the ability to sort waste, and by encouraging on-site composting.

viii. Screen all service areas from adjoining properties.

ix. Submit a Waste Management Plan that conforms with *Randwick City Council's Waste Management Plan - Part A* with each Development Application. Generally the Waste Management Plan should conform guidelines published in the document *Better Practice Guide for Waste Management in Multi-Unit Dwellings* - Resource NSW - Feb 2002

x. Provide adequate space within new development for the unloading and loading of service vehicles.

4.8 ESD

4.8.6 Space Heating and Cooling

The best combination of building orientation, wall and ceiling insulation, efficient heating, cooling, hot water, lighting and appliances can reduce household energy consumption by up to 40%.

Objectives
To reduce or eliminate reliance on mechanical heating and cooling, both in summer and in winter.

Performance Criteria

i. Use passive solar design techniques to reduce the necessity for mechanical heating and cooling.

ii. Design apartments so that individual rooms can be closed off, and therefore heated or cooled individually.

iii. Design heating/cooling systems to target only those spaces that need heating or cooling and ensure efficient distribution/redistribution of warm/cool air.

iv. Provide front doors with security screen doors.

v. Provide doors and windows with draught excluders and weather seals.

vi. Consider the use of ceiling fans to provide an alternative to mechanical cooling.

vii. Consider the use of external awnings and blinds to keep out summer heat.

viii. Refer to SEDA's Energy Smart Information Centre (1300 138 638 or (02) 8303 0565) for further design advice.

4.8 ESD

4.8.7 Storm Water Management

The Kensington Town Centre is entirely underlain by the Botany Sand Beds of the Botany Basin. The water table is particularly shallow and groundwater levels are also very responsive to seasonal conditions, fluctuating up to about 1 metre from a period of dry conditions to a period of wet weather.

Objectives

- To control the quality and quantity of storm water.
- To reduce impacts on adjoining properties.
- To protect surface water and groundwater resources.

Performance Criteria

i. Minimise runoff by the reuse and recycling of storm water for irrigation purposes.

ii. Provide soft landscape planting beds to assist in the recharge of the existing ground water.

iii. Provide on site detention of water to mitigate flow into the existing stormwater system and/or into the existing water table and prior to any release it meets appropriate water quality standards.

iv. Use permeable paving to assist the recharge of the existing ground water.

v. Minimise impervious areas by using pervious or 'open' pavement materials and by draining forecourts, driveways etc to infiltration zones or biofiltration trenches. Any in-situ treatment should appropriately treat the stormwater runoff to protect and prevent contaminants from entering the groundwater system.

vi. Set building floor levels with freeboard of at least 300mm above the 1 in 100 year flood level (subject to flood investigations, to be submitted with Development Applications). Council may consider alternative solutions which assist to ensure good day to day access of those with a disability. For example, appropriate technical advice and expertise may be able to recommend technological solutions such as automatic flood barriers appropriate for individual site conditions and development parameters.

vii. Ensure that all development accords with the NSW Government's Flood Policy as explained in the Government Floodplain Management Manual (2001) and consideration has been given to:
   - the full range of flood events up to and including Probable Maximum Flood the potential impacts of flooding on the proposed development;
   - the impact of the proposed development on flood behaviour upstream and downstream of the site;
   - the possibility of impacts of flooding on other residents and other users of the floodplain; and
   - the availability of safe access and egress from the site in times of flood, and the potential risk to SES members should evacuation be necessary.

4.8.7 Storm Water Management (cont'd)

viii. Maintain existing overland flow paths.

ix. Use gravity drainage connections to storm water system.

x. Submit a storm water drainage concept plan and flood investigation with each Development Application.

xi. Note that approval from the Department of Land and Water Conservation may be required for Development Applications involving use or extraction of ground water. *(See page 86)*

4.8.8 Water Conservation

Water conservation can result in household savings as well as making a practical environmental contribution.

Objectives
To minimise water consumption.

Performance Criteria

i. Provide AAA rated showerheads and faucets.

ii. Provide dual flush toilets.

iii. Use a diversity of local native plant species in all landscaped areas to assist reduce water consumption.

iv. Use drip irrigation in all landscape areas.

v. Use recycled water and roof surface runoff water for irrigation.

vi. Consider the use of rainwater tanks.

4.9 Open Space

4.9.1 Communal Open Space

Communal open spaces are those spaces within the site that are accessible to and benefit all residents and users.

Objectives

- To ensure that every development of more than 2 apartments has access to an area of communal open space of sufficient size and quality to enhance the development's livability.
- To provide residents with passive and active recreational opportunities.
- To provide an area on site that enables soft landscaping and deep soil planting.
- To enable the longer term creation of combined communal open space.

Performance Criteria

i. Maximise ground level communal open space.

ii. Locate communal open spaces so they form a focus of the development and provide a landscape buffer between buildings.

iii. Avoid fragmenting communal open space into multiple spaces.

iv. Design communal open spaces as spaces which provide a pleasant outlook for residents.

v. Ensure that communal open spaces facilitate solar access to apartments, whilst providing visual privacy between them.

vi. Reduce glare through the careful design of hard surfaces and landscaping.

Well landscaped communal open spaces can provide pleasant outlooks from commercial areas as well as from residences.

4.9 Open Space

4.9.2 Landscape Treatment

Landscaping has the potential to contribute to the character and visual quality of the Town Centre. Increasing the extent of planting bed and the area of unpaved surface will help to integrate new development into its surrounds.

Objectives

- To add value to quality of life in new developments by assisting and improving privacy, outlook and views.
- To reduce stormwater quantity and improve its quality.
- To improve the micro-climate and solar performance within new development.
- To improve urban air quality.
- To provide shade from the elements.
- To enable the longer term creation of combined communal open space.

Performance Criteria

i. Retain existing, and incorporate new, indigenous trees, shrubs and ground covers where appropriate/possible.

ii. At property boundaries, substitute soft landscape treatment for fencing. Ensure that planting is advanced, to provide visual privacy where necessary.

iii. Use plant material and pavements that integrate the development with the adjoining area and are consistent with the Kensington Town Centre Public Domain Improvement Strategy.

iv. Maximise deep soil zones to provide for substantial landscaping.

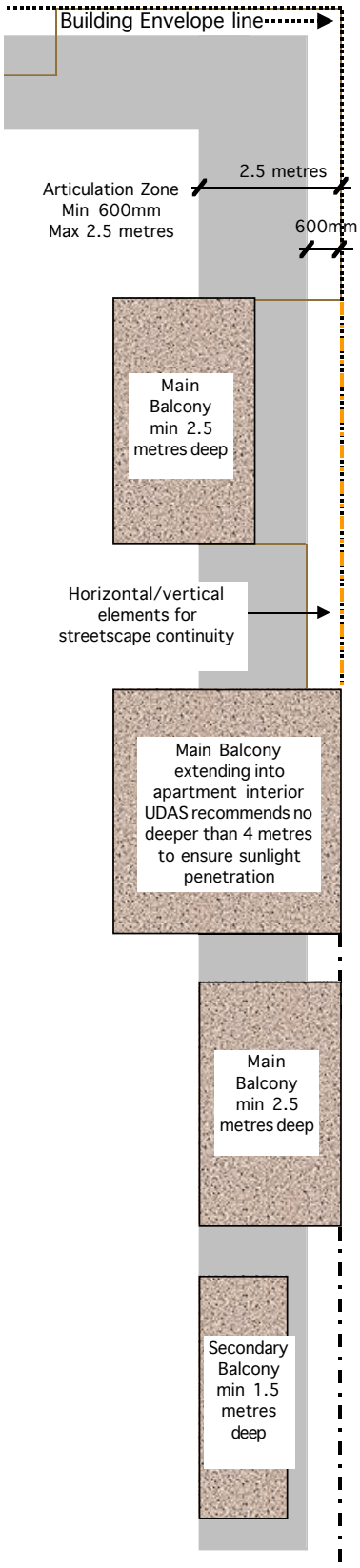
v. Use landscape design to improve the energy and solar efficiency of apartments and the microclimate of private open spaces. Use mechanisms such as:
   - Tall cylindrical-shaped trees in row planting to shade low-angle sun on the eastern and western sides of apartments;
   - Trees that do not cast shadows over solar collectors at any time of the year;
   - Deciduous trees to shade windows & open space areas in summer; and
   - Evergreens placed well away from buildings so they do not block the winter sun.

vi. Ensure that vegetation:
   - Is in scale with the development;
   - Comprises a diversity of local native plant species to improve native fauna habitat and assist to reduce water consumption;
   - Relates to the street planting and the streetscape;
   - Relates to the building form;
   - Is robust and easily maintained;
   - Creates private gardens to ground floor apartments;
   - Facilitates stormwater infiltration by the use of permeable surfaces; and
   - Reduces overland flow.

vii. Consider gardens on rooftop Communal or Private Open Space to assist improve insulation and minimise runoff.

viii. Submit a landscape plan prepared by a qualified landscape architect.

4.9 Open Space



4.9.3 Private Open Space

Private outdoor open spaces include areas of paving or planting either at ground level or above. Roof gardens over built structures, terraces, balconies and roof terraces are all considered as private outdoor open space, providing they are connected to an apartment. Whether they are enclosed, recessed within walls or roofs, projecting without or outside roofs, walls or columns, or partially recessed/partially projecting, private open spaces will generally be situated within the Articulation Zone, although some may penetrate it.

Objectives:

- To ensure that every apartment has access to a private, useable and functional open space directly off main internal living spaces.
- To contribute to the articulation buildings.

Performance Criteria

Unless otherwise indicated on the Block by Block Controls:

i. Whether at ground or above, provide at least one balcony/terrace for each apartment, directly accessible from the main living area (the main balcony).

ii. Ensure that the main balcony extends the living space by being sufficiently well proportioned to accommodate a dining table and chairs, with additional space for flower boxes or potted plants.

iii. Ensure that the main balcony has a minimum depth of 2.5 metres, & a minimum area of:
- 6 sq metres for a Studio/One Bedroom apartment
- 10 sq metres for a Two/Three Bedroom apartment
- 15 sq metres for a Four/more Bedroom apartment

iv. Assist visual privacy by recessing and/or partially enclosing the main balcony.

v. Ensure that additional balconies have a minimum depth of 1.5 metres and a minimum width of 2.1 metres.

vi. Juliet balconies are appropriate for the rear of Contributory Buildings They may be considered in lieu of additional balconies for Mews Style Development, and in lieu of some additional balconies for other development.

vii. Orientate balconies to maximise solar access. Ensure that the longer dimension of any balcony is outward facing to maximise light penetration into the interior of each apartment.

viii. Ensure that the undersides of balconies are well designed and provide a pleasing appearance from the street.

ix. Take advantage of views and any natural features, and improve community safety by allowing surveillance over the street and other public areas, but minimise the overlooking of adjoining apartments.

x. Include sunscreens, pergolas, shutters, and operable walls to enhance design and livability, e.g. to reduce road noise impacts.

xi. Ensure that balconies are not designed for building maintenance purposes only, nor designed so deep that they stop sunlight entering the lower apartments in the building.

4.10 Safety & Security

Safer by Design

It is an accepted Crime Prevention principle that physical environments can be designed to positively influence human behaviour. The NSW Police Service provides 'Safer by Design' training and advice, based on the strategies of Crime Prevention Through Environmental Design (CPTED).

Territoriality: People protect their own territory. Fences, pavement treatments, art, signs, good maintenance, and landscaping are some physical ways to define ownership. Identifying intruders is much easier in a well-defined space.

Natural Surveillance: Criminals don't want to be seen. Landscaping and lighting can be planned to avoid 'hiding places' and enable residents, neighbours and people passing by to see who is entering or leaving a building.

Activity Support: Encouraging legitimate activity in public spaces helps discourage crime. Any activity that gets people out and interacting - shopping, eating, sitting in a public space, - helps prevent crime.

Access Control: Properly located entrances, exits, fencing, landscaping, and lighting can direct both foot and automobile traffic in ways that discourage crime.

A well maintained property contributes to community safety by signalling that it is a 'territory' which its owners and inhabitants are willing to protect.

Objectives

- To ensure that the development, and the precinct as a whole, is safe and secure for residents and visitors.
- To encourage transparency - the ability to clearly see what is happening on the street and in the areas between the street and the building.
- To maximise casual surveillance - the ability to overlook the street and footpath from windows or balconies.
- To ensure that the building and the site can be cleaned and easily maintained.

Performance Criteria

i. Design buildings to clearly define the progression from public through to private space.

ii. Encourage ground level apartments to enter directly from the street rather than through a common foyer.

iii. Orientate entrances towards the public street and ensure visibility between entrances, foyers and the street.

iv. Provide direct and well-lit access between carparks and apartments, between carparks and lift lobbies, and to all apartment entrances.

4.10 Safety & Security

Safer by Design (cont'd)

v. Consider providing separate access for residents in mixed use buildings.

vi. Provide views over communal and public open space.

vii. Provide views of common internal areas, including lobbies and foyers, hallways, recreation areas and carparks, wherever relevant.

viii. Design out blind or dark alcoves which might conceal intruders, especially in areas near lifts, stairwells, and entries and within carparks.

ix. Provide clear lines of sight and well-lit routes throughout the development.

x. Provide appropriate levels of illumination for all common areas.

xi. Illuminate carpark entrances to levels higher than the minimum acceptable standard.

xii. Consider audio and video intercom and/or key card access systems.

xiii. Use materials and design detailing that ensure long life and ease of maintenance.

xiv. Design windows that can be cleaned from inside the building.

xv. Manually operated (rather than mechanical) systems such as blinds, sun shades, pergolas and curtains will be highly regarded.

xvi. Where mechanical systems are suggested, ensure they have manual backup systems.

xvii. Submit a formal Crime Risk Assessment with every Development Application comprising 20 or more new apartments. (for more information contact NSW Police Service Safer by Design Team or go to www.police.nsw.gov.au)

Development Application Checklist

Pre-Lodgment
Applicants are encouraged to discuss their proposals with Council prior to lodging the DA, to enable potential constraints and opportunities to be identified at an early stage.

Lodging the DA
Check that the following documents are included with the DA:

- Site Analysis - written statement together with appropriate survey drawings/images *(refer page 15)*
- Model, montage or perspective *(refer page 15)*
- Summary of Uses and Areas *(refer page 17)*
- Statement of Conservation Works - Contributory Buildings *(refer page 23)*
- Agreement to Lease - Neighbourhood Supermarket Shopping Centre or Specialist Concept Retailer *(refer pages 25 and 26)*
- Heritage Impact Assessment - Doncaster Hotel, Doncaster Plaza site *(refer pages 49 & 52)*
- Evidence of adjoining property owners' agreement to the Right of Carriageway, or evidence that an action has commenced in the Supreme Court, or evidence that car access forms part of the Common Property of a Strata Titles or Community Titles scheme *(refer page 84)*
- Department of Land & Water Conservation requirements *(refer page 86)*
- Traffic & Parking Analysis *(refer page 88)*
- Shadow Diagrams *(refer page 101)*
- Noise and Vibration Impact Assessment *(refer page 104)*
- Operational Management Plan - Student Accommodation *(refer page 107)*
- Furniture Layout Scale Drawings *(refer page 108)*
- Economic Assessment of the impact of any retail proposed for land zoned Residential 2C on existing retail in the Town Centre.
- Verification/Evidence/Examples of any innovative technologies proposed as alternatives for natural ventilation, stormwater management *(refer pages 119 and 122)*
- Model AND Montage AND Perspectives AND CAD files for any proposals involving habitable roof space *(refer page 100)*
- Waste Management Plan *(refer page 120)*
- Stormwater Drainage Concept Plan and flood investigation *(refer page 122)*
- Landscape Plan *(refer page 125)*
- Crime Risk Assessment *(refer page 128)*

Note that these documents must be prepared by suitably qualified professionals, as described in this Plan.

Definitions

Acoustic Privacy refers to the measure of sound between dwellings, and between external and internal spaces.

Articulation Zone refers to the area in which architectural movement and modulation should vary the notional Building Envelope.

Apartment (synonymous with 'dwelling' as defined in Randwick City Council's LEP 1998) means a room or number of rooms occupied or used or so constructed or adapted as to be capable of being occupied or used as a separate residence.

Block refers to a group of subdivided lots, the edge of which is bound by public roads,and in some cases, public roads and public open space.

Building Envelope means a three dimensional shape within which a development must fit. It defines the limits for the siting and height of any buildings.

Building Height is calculated as the height measured vertically from ground level to the underside of the ceiling of the topmost floor.

Building Footprint means the area of land measured at finished ground level that is enclosed by the external walls of a building.

Building Zone refers to the base of the Building Envelope.

Communal Open Space (synonymous with 'Landscaped Areas' Randwick City Council LEP 1998) defining useable shared open space for the recreation and relaxation of all residents of a development.

Defined Parcel means a collection of allotments outlined in red on the Block by Block Controls, for which specific Design and Development controls apply, including in some instances minimum or maximum site amalgamations required for development to occur.

Environmentally Sustainable Development is development that uses, conserves and enhances the community's resources so that ecological processes are maintained and the total quality of life, now and in the future, can be increased.

The Golden Section or Golden Mean (1: 1.618) is a ratio that is present in the growth patterns of many things - e.g. the spiral formed by a shell or the curve of a fern. Architects and artists have used the Golden Section for centuries, to determine pleasing proportions.

Gross Floor Area means the sum of the areas of each level of a building where the area of each level is taken to be the area within the outer face of the external enclosing walls, excluding:

- columns, fins, walls, shading devices, awnings, balconies and any other elements, projections or works outside the general lines of the outer face of the external wall; *and*
- lift towers, cooling towers, machinery and plant rooms, air-conditioning ducts; *and*
- associated car parking and any internal vehicular or pedestrian access to that parking, *and*
- space for the loading and unloading of goods.

Definitions

Ground Level is calculated as an average of levels across the allotment frontage.

Habitable room or space means a room used for normal domestic activities, and includes:

- a bedroom, living room, lounge room, music room, television room, kitchen, dining room, sewing room, study, playroom, family room and sunroom but excludes:
- a bathroom, water closet, pantry, walkin wardrobe, corridor, hallway, lobby, photographic darkroom, clothes drying room, and other spaces of a specialised nature occupied neither frequently nor for extended periods.

Impervious surface is material that does not allow water to pass through to the soil below.

Juliet balcony means a small projecting balcony, generally ornamental or only large enough for one person standing.

Living area means a room used for normal domestic activities excluding non-habitable rooms and bedrooms.

Lot or allotment refers to an individual parcel of sub-divided land.

Private Open Space means an area of land or of a building suitable for the private outdoor living activities of the occupants of one apartment, and directly accessible from a living area of that apartment.

Public Open Space means land used, or intended for use, for recreational purposes by the public.

Roof terrace means a space, open to the sky, created on the roof of a lower level portion of the building. Roof terraces may be designed as Private Open Space or as Communal Open Space.

SEPP means State Environmental Planning Policy.

Setback means a defined physical distance between the Envelope edge and: certain boundaries; certain buildings; and certain rooms in adjacent buildings.

Storey means a floor within a building, but not including:

- a roof or part of a roof, used as an uncovered garden, terrace or deck;
- useable or habitable roof space; or
- semi-basement or basement parking.

Semi-basement parking refers to a car parking area partially accommodated underground. The roof to this space (top of the slab) must not be greater than 1.5 m above ground level.

Useful Reference Materials

Crime Prevention Through Environmental Design
Crime Prevention and the Assessment of Development Applications, Performance Criteria under Section 79C of the Environmental Planning Assessment Act, 1979
Planning NSW (formerly Department of Urban Affairs & Planning).

Heritage Conservation
The Australia ICOMOS Burra Charter,www.icomos.org
Randwick Heritage Study, Randwick City Council
Centennial Parklands Conservation Management Plan

Demography
Census 2001 data for Kensington Postal Area.
Australian Bureau of Statistics

Energy Efficiency
Energy Smart Homes Policy
Sustainable Energy Development Authority (SEDA).

Floodplain Management
NSW Government Floodplain Management Manual (2001)
NSW Government Bookshop

Return on Investment
The Design Dividend, research paper
Property Council of Australia
www.propertyoz.com.au

Student Housing
Demand and Type: Kensington Campus Masterplan 2002
University of New South Wales.

Transport and Access
Integrating Land Use and Transport, Improving Transport Choice: Guidelines for Planning and Development
Planning NSW, Roads and Traffic Authority & Transport NSW

Centennial Parklands Transport Access and Parking Plan

Urban Housing Design
Better Urban Living - Performance Criteria for Urban Housing in NSW,
Planning NSW.

Residential Flat Design Pattern Book
Urban Design Advisory Service and NSW Government Architect.
www.patternbook.nsw.gov.au

Residential Flat Design Code
Planning NSW Urban Design Advisory Service www.planning.nsw.gov.au

Waste Management:
Waste Planning in Multi-Unit Dwellings - Best Practice Design Performance Criteria, *Inner Sydney Waste Board.*

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